

5.0 PROPOSED CONCEPTUAL ALTERNATIVES, AND ASSOCIATED POTENTIAL IMPACTS AND MITIGATION

5.1 Alternative 1

5.1.1 Proposed Campus Concepts and Preliminary Cost Estimates

Alternative 1 proposes that growth of the existing Campuses occur through current funding sources, with a reorganization of academic and athletic programs throughout the three Campuses. The total preliminary cost estimates for the implementation of Alternative 1 at all three Campuses stand at \$134,000,000. A cost estimate breakdown by Campus is provided below under each Campus' respective discussion.

To aid the reader, in addition to the project summary, the following site improvements and concepts are broken down into categories of spatial qualities, vehicular circulation, parking, pedestrian circulation, and utility infrastructure. All of the following improvement opportunities require further assessment and validation prior to implementation.

5.1.1.1 North Campus

5.1.1.1.1 Project Summary

Refer to *Figure 5.1.1-1 Concept Development Alternative 1 – North Campus* for reference during the following Alternative 1 description.

Alternative 1 at the North Campus is proposed to include the removal of Bretschger Technical Center (BTC) and expansions and/or renovations to the Dry Memorial Library, the Gleasner Building, the Child Care Center, the Bell Sports Center, Kittinger Hall, the Maintenance Building, and the Student Center, along with additional improvements and alterations.

TABLE 5.1.1-1 ALTERNATIVE 1 NORTH CAMPUS BUILD-OUT SCENARIO						
Year/Phase	Total Net Assignable SF	Total GSF	Total Headcount ¹	Total Student FTEs	Total Parking Requirements ²	Total Impervious Areas (Acres)
2002 (Existing)	358,200	558,000	5,716	4,229	1,903	42
2008	374,000	577,000	6,059	4,482 ¹	2,017	47
2015 Total Build-Out	389,200	596,000	6,016	4,452¹	2,000	49
¹ Projected. Refer to <i>DGEIS Section 5.1.2.1.4.1 Enrollment</i> for further information and methodology						
² Based on 45 percent of FTEs (Average Community College Parking Requirement)						

Under Alternative 1, the North Campus will see an additional 231,000± GSF of space. As depicted below in *Table 5.1.1-1 Alternative 1 North Campus Build-Out Scenario*, under full build-out in 2015, the North Campus will have 390,200± total net assignable square feet, and 596,000± GSF of instructional, departmental, and support space.

FIGURE 5.1.1-1

CONCEPT DEVELOPMENT

ALTERNATIVE 1 – NORTH CAMPUS

In 2015, the projected FTEs are 4,452, the total parking requirements will rise to 2,000 spaces, and the total amount of impervious areas will increase from 42 acres to approximately 49 acres. The total acreage of the North Campus will remain at 116.5 acres.

Perhaps the most significant alteration will be the proposed removal of BTC. BTC has exceeded its useful life, and has substantial deferred maintenance costs. Therefore, it is proposed that BTC be removed. The academic space currently sited in BTC would be replaced by a new combined Academic/Administration Building to be located south of Dry Memorial Hall. Other components of Alternative 1 include:

- Renovations to recreational amenities which may include night-lighting of selected athletic fields;
- Improvements to pedestrian connections throughout the Campus;
- Additional plantings, benches, and other pedestrian-oriented amenities;
- Improvements to the interior road networks and Campus ingress and egress points for improved safety;
- Parking improvements to alleviate pedestrian conflicts and to provide necessary spaces in areas of high demand;
- Lighting standard and efficiency improvements for both pedestrians and vehicles; and
- Technology improvements in conjunction with the new construction and renovations.

In addition, the implementation of Alternative 1 will likely include remediation of asbestos and other hazardous materials found in those buildings proposed to be removed or renovated. In addition, there may be the need for remediation of on-site hazardous materials resulting from on- and off-site spills. Refer to *DGEIS Section 5.1.2.2.8 Public Health – Hazardous Materials* for additional information on the potential remediation necessary under Alternative 1.

5.1.1.1.2 Site Plan

Spatial Qualities

The planned removal of BTC due to its current age and condition will provide an opportunity for student housing to be located in the current Lot 6 parking area and the site currently occupied by BTC.

The planned Academic/Administration Building to be located between Gleasner Hall and Spring Student Center fronting along Youngs Road will improve the formal appearance of the Campus. It is recommended that the proposed building be connected to Gleasner Hall and the Spring Student Center providing weather-protected access. Also, the new building will enclose

the main Campus quadrangle, which is suggested for enhancement with canopy trees and benches.

The open space framework on the Campus can be improved through the planting of canopy trees. There are also buffer planting opportunities along the Wehrle Drive Campus edge. New plantings are not required around the athletic area; however, under Alternative 1, improved athletic facilities, including orientation and layout of fields, are recommended. Improvements would include, but are not limited to, tennis courts, a running track, multi-purpose fields, and bleachers. Potential lighting for extended field use and a new irrigation system are additional opportunities.

Vehicular Circulation

The primary vehicular circulation improvement is the creation of a “loop road” that would connect the Campus entry at Wehrle Drive with the primary Campus entry at Youngs Road. This road would be two-way, eliminating the minor entry drives along Youngs Road. This internal circulation would eliminate the need for a user to negotiate the intersection of Youngs Road and Wehrle Drive.

A secondary vehicular circulation improvement is the enhancement of Arrow Drive. This concept would significantly reduce vehicular conflicts. There would also be the installation of traffic calming devices and pedestrian amenities to improve the safety of pedestrian crossings along the Arrow Drive corridor.

The site plan for the North Campus identifies entry enhancement opportunities at three vehicular entries. The enhancement concepts would include providing landscape along with signage for gateway demarcation and arrival. These entries include the intersection of Youngs Road and Arrow Drive, Wehrle Drive and Tech Drive, and Main Street and Tech Drive. While vehicles do not enter the Campus at Wehrle Drive and Youngs Road, nor at Main Street and Youngs Road, these intersections provide opportunities to introduce the Campus by strengthening a visitor’s orientation and sense of arrival.

Parking

The North Campus currently provides 2,550 parking spaces, and based on Spring 2003 observations, experiences a peak normal parking demand of 1,645. While the Campus has sufficient parking spaces for current and future demands, additional parking improvements are recommended to alleviate some pedestrian/vehicle conflict areas and to provide parking in areas of high demand.

There is a series of parking improvements that will improve existing vehicular circulation conflicts. One existing conflict occurs along Tech Drive in lots 5 and 6 where it is proposed that parking circulation be improved to provide safe ingress and egress.

There are two parking expansion opportunities identified for the North Campus. The first area is located adjacent to soccer fields near the intersection of Main Street and Tech Drive. This area would provide approximately 40± spaces.

A second parking expansion is proposed west of Bell Sports Center between the proposed expansion of the Center and Youngs Road. This lot would provide approximately 130± spaces and serve as event parking and parking relocated from Arrow Drive. Access to this lot would be from Arrow Drive.

Parking Lot 4 provides an opportunity for reconfiguration. Currently, parking is configured in a north/south alignment. Altering parking to an east/west alignment reduces vehicular/pedestrian conflict with Arrow Drive and provides pedestrian convenience to reach the Campus core. Parking expansion adjacent to Lot 4 as well as adjacent to Lot 7 would provide approximately 130± spaces in each lot. Lastly, parking surface renovations are proposed where asphalt degradation has occurred.

Pedestrian Circulation

Pedestrian circulation improvements on the North Campus include improving walking surfaces and crosswalks, and meeting current ADA regulations for stairs and ramps. As referenced earlier, improvements are suggested to eliminate vehicular and pedestrian conflicts along Arrow Drive, specifically between the Child Care Center and Nunan Service Center. In addition, the space between Lots 11 and 4, referred to as the major pedestrian spine on the Campus, could be enhanced with additional canopy trees, signage, and site amenities. The potential building additions of the Child Care Center and Dry Memorial Library provide improved spatial structure along this pedestrian spine and could increase pedestrian traffic using this space.

Utility Infrastructure

Site infrastructure improvements are required for the North Campus; however, further analysis of current conditions of sanitary sewer, storm sewer, and water supply is necessary. It has been noted through facility staff interviews that the sanitary sewer system requires improvement. Initially, a Campus-wide Infiltration Infill Study is recommended on all sanitary pipes and manholes to determine system condition.

As with storm water, new development potentials and Campus growth provide the opportunity to evaluate the Campus water system. This would include incoming and distribution lines, as well as hydrants and other forms of fire protection.

There is an opportunity to improve lighting standards and efficiency on the Campus. Pedestrian level and vehicular/parking level lighting should be a uniform standard. Implementation of such standards could be incorporated into future site improvements and building construction projects.

In addition, computer and technology improvements shall be completed in conjunction with new construction and renovation projects.

5.1.1.1.3 Preliminary Cost Estimates

As depicted in *Table 5.1.1-1* below, the total preliminary cost estimate for the completion of Alternative 1 at the North Campus stands at approximately \$80,400,000. This estimate includes the estimated costs for demolition, program remodeling, infrastructure improvements, site work, haz mat, and new construction. These estimates do not include any off-setting costs such as public-private partnerships (P3s) or capital generated from the sale of property, as Alternative 1 is proposed to be completed under traditional funding practices.

Table 5.1.1-2 Preliminary Cost Estimates - North Campus			
Elements	S.F.	Cost/S.F.	Cost Estimate
Demolition	192,519	\$12	\$2,310,000
Infrastructure	365,451	\$63	\$23,023,000
Program Remodeling	131,000	\$76	\$9,975,000
New Construction	230,671	\$165	\$38,100,000
Sitework			\$5,970,000
Haz Mat			\$1,100,000
Totals		\$128	\$80,400,000

5.1.1.1.4 Implementation Plan

Implementation of Alternative 1 could begin after completion of final project designs and all necessary reviews and approvals, if selected as the preferred Alternative. Due to the age of the North Campus and the structural and functional deficiencies that surpass the deficiencies at the other two Campuses, Alternative 1 should first be implemented at the North Campus.

The first phase of Alternative 1 would be the new Academic/Administration Building to house the non-Technology programs currently located in BTC. Under Alternative 1, the Technology programs will be moved to the South Campus. Along with this initial phase, the first section of the proposed interior access road should be constructed from Arrow Drive to the southernmost Wehrle Drive entrance. The associated infrastructure would also be constructed and installed during the construction of the new building and interior access road.

Once the new Academic/Administration Building is completed and ready for occupancy, and the necessary facilities are constructed at South to house the Technology Programs, BTC should then be removed, followed by improvements to Arrow Drive. The Student Center and Gleasner Hall should then undergo their respective renovations, followed by the proposed addition to the library.

It should be noted that under current SUNY regulations, students must be allowed to complete their respective programs on the Campus where they initiated their studies. Therefore, students enrolled in Technology programs at North will be allowed to complete their studies there, and would not be required to complete them at South.

The next phase could be the proposed expansion of the gymnasium with the construction of new parking facilities west of the proposed expansion. The proposed expansion of the Nunan Service Center and athletic field improvements could be the final components of Alternative 1 to be implemented at North.

All associated pedestrian connection improvements and additional necessary infrastructure and site improvements should be incorporated to each proposed improvement at the appropriate times. Infrastructure and site improvements include storm water, water and sewer, and improvements to the electrical distribution system throughout the Campus. In addition, site and building remediation may be necessary to properly dispose of hazardous materials such as asbestos and lead, and any contaminants that may be present in soils proposed to be disturbed. Refer to *DGEIS Section 5.1.2.2.8 Hazardous Materials – Public Health* for further information on potential contaminants and remediation.

5.1.1.2 City Campus

5.1.1.2.1 Project Summary

Refer to *Figure 5.1.1-2 Concept Development Alternative 1 – City Campus* for reference during the following Alternative 1 description.

At the City Campus under Alternative 1, the Academic Building (the Post Office) will undergo minor renovations and internal space reallocations, which will include additional square feet for Administration, Instructional Research, and Maintenance and Operations, with noteworthy space improvements to the Library, Student and Faculty Activity areas, and Student Health Services.

The major aspect of Alternative 1 at the City Campus will include the construction of a new Academic Building north of the Flickinger Center. The new Academic Building will include 36,500 total net assignable SF, and 60,225 total GSF.

As depicted below in *Table 5.1.1-3*, after completion of Alternative 1, the City Campus will have approximately 264,600± total net assignable square feet, and 343,200± total gross square

feet. In addition, the total student FTEs are proposed to increase from 2,120 to 2,225 in 2015, with a parking requirement of approximately 1000 spaces, up from its current requirement of 954.

TABLE 5.1.1-3 ALT. 1 CITY CAMPUS BUILD-OUT SCENARIO						
Year/Phase	Total Net Assignable SF	Total GSF	Total Headcount¹	Total Student FTEs¹	Total Parking Requirements²	Total Impervious Areas (Acres)
2002 (Existing)	228,000	343,100	2,579	2,120	954	N/A
2008	246,300	343,200	2,734	2,247	1,011	N/A
2015 Total Build-Out	264,600	403,322	2,703	2,225	1,001	N/A
¹ Projected. Refer to <i>DGEIS Section 5.1.2.1.4.1 Enrollment</i> for further information and methodology						
² Based on 45 percent of FTEs (Average Community College Parking Requirement)						

Similar to the North Campus, some remediation work will be likely to deal with environmental contaminants such as asbestos and lead, along with some potential environmental conditions on the site of the proposed new Academic Building. Refer to *DGEIS Section 5.1.3.2.8 Public Health – Hazardous Materials*, for additional detailed information on potential necessary remediation under Alternative 1.

5.1.1.2.2 Site Plan

Spatial Qualities

As previously mentioned, Alternative 1 at the City Campus will include modest renovations to the main Academic Building and the construction of a new Academic Building. The new 60,225 GSF building would be added as second and third stories to the proposed Regional Police Training Academy. The block bounded by North Division Street on the north, South Division Street on the south, Oak Street on the west, and Elm Street on the east has been identified as a likely building site for the Academy.

Currently, the Burt Flickinger Athletic Center meets SUNY recommendations for physical education space. No additional recreational space would be required at the Downtown Campus.

Vehicular Circulation

The primary vehicular circulation concepts involve improving vehicular access to parking and recreational facilities on the Campus periphery. The surrounding roadway system serves the College well in its current condition.

FIGURE 5.1.1-2

CONCEPT DEVELOPMENT

ALTERNATIVE 1 – CITY CAMPUS

Parking

As previously mentioned, Alternative 1 will result in an increased peak demand requiring approximately 1000 total parking spaces for students, faculty, and staff at the Downtown Campus. It is anticipated that parking costs would be defrayed through a parking fee charged to students. Priority should be given to use of existing surface and structured parking ramps in close proximity to the Campus. Refer to *DGEIS Section 5.1.3.2.4 Parking*, for additional information on parking downtown under Alternative 1.

Pedestrian Circulation

Pedestrian circulation improvements include construction of a pedestrian bridge that would tie the new classrooms and the existing Campus buildings together. Improvements are also suggested to reduce vehicular and pedestrian conflicts in the crosswalks adjacent to classroom buildings, surface, and structured parking facilities. These improvements may include, but are not limited to, additional crossing signals, enhanced and highly visible crosswalks, and traffic calming measures.

Utility Infrastructure

The existing downtown site infrastructure sufficiently serves the Campus. However, with the new Academic Building, improvements to the site infrastructure will be required.

5.1.1.2.3 Preliminary Cost Estimates

As shown below in *Table 5.1.1-3*, the preliminary cost estimates for the proposed projects under Alternative 1 stand at \$25,700,000. These preliminary estimates include costs for program remodeling, infrastructure improvements, site work, haz mat, and the new construction. As Alternative 1 does not include potential public-private partnerships and other alternative sources of funding, these estimates do not reflect any off-sets.

Table 5.1.1-3 Preliminary Cost Estimates - City Campus			
Elements	S.F.	Cost/S.F.	Cost Estimate
Demolition	0	\$0	\$0
Infrastructure	343097	\$31	\$10,636,000
Program Remodeling	60000	\$55	\$3,300,000
New Construction	60225	\$180	\$10,840,000
Sitework			\$792,000
Haz Mat			\$100,000
Totals		\$64	\$25,700,000

5.1.1.2.4 Implementation Plan

Depending upon funding availability and the status of project designs and reviews, the new Academic Building could be constructed first, followed by improvements to the main Academic Building. Improvements to the pedestrian system should be completed at the same time, if not before, as there are existing safety concerns for those using the surrounding surface parking. Site and infrastructure improvements will be completed as necessary to accommodate the new development. Any necessary remediation will also be completed as necessary during implementation.

5.1.1.3 South Campus

5.1.1.3.1 Project Summary

Refer to *Figure 5.1.1-3 Concept Development Alternative 1 – South Campus* for reference during the following Alternative 1 description.

Under Alternative 1, the South Campus will see an additional 56,500± gross square feet of instructional, departmental, and support space, along with several interior space reallocation projects to existing buildings. The proposed projects include the relocation of the Vehicle Technology Training Center (VTTC) from the Big Tree Road location to the main Campus; the relocation of the Technology Programs from the North Campus; the construction of a new Child Care Center; and a Library expansion. Several additional improvements and renovations are also proposed.

As depicted below in *Table 5.1.1-4 Alternative 1 South Campus Build-Out Scenario*, under full build-out in 2015, the South Campus will have 272,300± total net assignable square feet, and 402,400± gross square feet of instructional, and departmental, support.

TABLE 5.1.1-4 ALTERNATIVE 1 SOUTH CAMPUS BUILD-OUT SCENARIO						
Year/Phase	Total Net Assignable SF	Total GSF	Total Headcount ¹	Total Student FTEs ¹	Total Parking Requirements ²	Total Impervious Areas (Acres) ³
2002 (Existing)	232,500	348,200	3,324	2,633	1,190	40
2008	252,400	375,300	3,523	2,791	1,260	45
2015 Total Build-Out	272,300	402,400	3,488	2,763	1,240	50
¹ Projected. Refer to <i>DGEIS Section 5.1.2.1.4.1 Enrollment</i> for further information and methodology						
² Based on 45 percent of FTEs (Average Community College Parking Requirement). Does not include the existing 275± parking spaces at the VTC on Big Tree Road.						
³ Acreage does not include the VTTC, which currently has 3.2 acres of impervious areas.						

FIGURE 5.1.1-3

CONCEPT DEVELOPMENT

ALTERNATIVE 1 – SOUTH CAMPUS

The projected FTEs in 2015 are 2,763, the total parking requirements will increase to approximately 1,240, and the total amount of impervious space will increase from 40 acres to 50 acres. The total acreage of the South Campus will remain at 213 acres, which does not include the VTTC site. After the VTTC is relocated to the main South Campus, the 6.6-acre site would be conveyed.

Under Alternative 1, the South Campus will be improved by the relocation of the VTTC from its current location on Big Tree Road, and the relocation of the ECC Technology Programs from the North Campus. The VTTC relocation will minimize the need for students to travel between the main Campus and the VTTC, improve the efficiency of the Campus, reduce the number of properties and buildings ECC and Erie County are responsible for, and free up valuable land for appropriate future uses. The sale of the VTTC will also provide additional revenue to ECC and Erie County, a portion of which could be directed towards the implementation of Alternative 1.

The proposed relocation of the Technology Programs to South, with the exception of the Dental Program, will result in a more efficient program benefiting both students and ECC. Also, the program is currently sited in BTC at North. This building has exceeded its useful life and is proposed to be removed under Alternative 1. This Alternative will provide new, state-of-the-art facilities for these important ECC programs at the South Campus.

Alternative 1 consists of numerous other beneficial components, including:

- Construction of a new Child Care Center;
- Expansions to the Library and the Student Center;
- Expansion of the Maintenance Building;
- Renovations to the Physical Education Building;
- Pedestrian circulation improvements;
- Numerous parking and internal access road improvements to alleviate pedestrian conflicts and to provide necessary spaces in areas of high demand;
- Lighting standard and efficiency improvements for both pedestrians and vehicles; and
- Additional plantings and landscaping throughout the Campus.

5.1.1.3.2 Site Plan

Spatial Qualities

The proposed new Child Care Center, along with the addition to the Student Center and Facilities Building, will frame the arrival area concept entering the Campus from the south.

The VTTC is proposed to be located west of the Business/Humanities/Social Science Building. Convenient access to Big Tree Road is an asset to the proposed location.

The open space framework on the Campus can be improved with the enhancement of pedestrian spines and the planting of canopy trees. Additional canopy trees planted along the northwest portion of Campus would begin to reduce winter winds, particularly around Lots A, B, C, and D. The green space around the existing buildings serves as a valuable buffer from parking areas while allowing adequate space for potential building expansion.

The athletic facilities are in good shape. The track and football field are relatively new. There is a potential opportunity to provide new tennis courts. Also, the ball fields are suggested for reorientation and layout improvements to accommodate a new baseball field. A new lighting system and an irrigation system are additional opportunities.

Associated site work will be required in the form of canopy trees, benches, signage, and lighting standards.

Vehicular Circulation

The primary vehicular circulation concept is to alter the alignment of the loop road from the turn-around near the Physical Education Building to the western portion of Lot E. The significance of this would be to reduce pedestrian and vehicular conflicts between Facilities and the Student Center. A new turn-around arrival area is proposed to serve the south portion of Campus. The building additions to Facilities and the Student Center, along with the construction of the Child Care Center, provide the framework for the turn-around. Also, the proposed arrival area will accommodate users of the athletic facilities as an alternative to the turn-around located adjacent to the Physical Education Building.

Vehicular circulation concepts also involve improving the loop road safety for ingress and egress from parking lots A, B, C, D, E, and F. Currently, cars exit a parking lot into the loop road and turn back into the lot when looking for a parking space. By keeping this kind of circulation pattern internal, safety for vehicles and pedestrians would be improved.

The road section from Southwestern Boulevard to the visitor parking area requires enhancement to further formalize the main entry to the Campus. This would include landscape tree plantings that lead to the arrival area and improved signage for wayfinding.

The site plan for the South Campus identifies entry enhancement opportunities at three locations. Minimal enhancement is required at the entrance from Southwestern Boulevard. Additional landscape tree plantings are suggested for extension east and west along Southwestern Boulevard to increase the formality of the Campus entry.

There are two entries located off of Big Tree Road. Landscape enhancement and improved signage are suggested. The primary of these two is the eastern entry. In the future, this entry will be important due to the planned arrival area for the building additions and the close adjacency to the athletic facilities.

The secondary of the two entries off Big Tree Road is the western one. This entry serves the Campus on a more functional level. It provides commuters direct access to parking lots A through E. Landscape enhancement and signage are suggested for this entry as well.

Pedestrian Circulation

There are several key pedestrian paths leading from parking areas to the Campus core. These paths provide an opportunity to be enhanced with landscape plantings along each side, while placing benches and signage for improved wayfinding. These main pedestrian spines would improve and enhance the current open space framework.

Utility Infrastructure

The existing site infrastructure is in good shape for meeting the current needs of the Campus. However, the potential addition of specialty programs such as the VTTC, Facilities, and housing units, will result in demands for improved infrastructure, which may include, but would not be limited to sanitary, water, electric, and fire protection.

5.1.1.3.3 Preliminary Cost Estimates

As depicted below, *Table 5.1.1-5* indicates a total preliminary cost estimate of \$29,300,000 for the implementation of Alternative 1 at the South Campus. This estimate includes costs for proposed program remodeling, infrastructure improvements, site work, haz mat, and new construction. Taking into account the value of the VTTC, estimated at between \$1.26 and \$1.57 million in the Resultants Study, the preliminary cost estimate of Alternative 1 at South would drop to \$27,900,000.

Table 5.1.1-5 Preliminary Cost Estimates – South Campus			
Elements	S.F.	Cost/S.F.	Cost Estimate
Demolition	0	\$0	\$0
Infrastructure	345241	\$31	\$10,702,471
Program Remodeling	66000	\$84	\$5,530,000
New Construction	93685	\$165	\$9,320,000
Sitework			\$3,120,000
Haz Mat			\$600,000
Sub-Total		\$73	\$29,273,000
Off-setting Costs			
Sale of VTTC			-\$1.4 million ¹
Total			\$27,900,000
¹ Average cost based on the range of \$1.26 – \$1.57 million provided in the Resultants Study			

5.1.1.3.4 Implementation

The current conditions at North make that Campus a priority to the others for funding allocation. However, as funding becomes available, specific projects would begin to be implemented at South. The following is a proposed Implementation schedule, which would be significantly tied to funding availability:

1. Expand the Vocational/Technical Education Building (to house the Technology programs from North), with improvements to the main Campus entry and associated parking improvements.
2. Construct the new Child Care Center along with the proposed turn-around and interior road improvements.
3. Expand the Library.
4. Construct and relocate the VTTC.
5. Improve parking in Lots A through D.
6. Expand the Maintenance Building.
7. Renovate and add on to the outdoor recreational facilities.

All necessary site and infrastructure work would be completed as necessary during the implementation of the above recommended improvements.

5.1.1.3.5 Total Preliminary Cost Estimates for Alternative 1

As depicted below in *Table 5.1.1-6*, the total preliminary cost estimates for the implementation of Alternative 1 at each Campus stands at approximately **\$134,000,000**. It should be noted that full implementation of Alternative 1 at all three Campuses would likely take until 2015, if not beyond, due to funding availability. Consequently, the final project costs would be higher, as construction and material costs are expected to increase annually.

Table 5.1.1-6 Alternative 1 Total Preliminary Cost Estimates	
Campus	Cost Estimate
North	\$80,400,000
City	\$25,700,000
South	\$29,300,000
Sub-Total	\$135,400,000
Sale of VTTC	-\$1,400,000
Total	\$134,000,000

5.1.2 Impacts and Mitigation

5.1.2.1 College-Wide and Regional

5.1.2.1.1 ECC's Mission and Goals/Quality of Education and Deliverability

ECC's Vision, Mission, and Goals

ECC's Vision: To make a positive difference in the intellect, character, and quality of life of every student and employee, as well as the community it serves.

ECC's Mission: ECC is a public, open-access institution, providing quality, affordable education and services to a diverse community and its citizens.

ECC is guided in all aspects of its services to the community by following these **Core Values**:

- Quality teaching services;
- Multicultural awareness and understanding;
- A commitment to the needs of our community and the well-being of the College;
- An environment of respect, caring, and trust; and

- Individual and institutional integrity and accountability.

These **nine Institutional Goals** set the framework for ECC's planning process:

1. **Academic** – To provide opportunities for career enhancement, job placement, transfer preparation, and lifelong learning. The College offers current, continuously assessed academic programs that serve the needs of a diverse student population and facilitate the acquisition of general education competencies needed to compete in a changing economic climate. These competencies will include computer and information literacy, numeracy, and library research.
2. **Student Support Services** – To ensure that a broad range of services will be provided to enable students to succeed in meeting their personal academic objectives, while also providing opportunities for students to develop personal, social, and leadership skills.
3. **Workforce Development** – To provide credit and non-credit classes, workshops, seminars, forums, cultural programs, and recreational activities designed to provide enrichment opportunities for lifelong learning.
4. **Facilities** – To develop a safe, comfortable Campus environment conducive to current and future student success.
5. **Financial** – To provide appropriate financing from the College and its sponsors for equipment, facilities, and human resources to support quality academic programming and delivery of support services.
6. **Human Resources** – To sponsor a program of professional development for administrators, faculty, and staff in order to serve a changing, culturally diverse student population.
7. **Affirmative Action** – To be sensitive to and protect the individual needs and rights of our diverse College community.
8. **Marketing** – To develop a marketing plan involving the entire College community that is implemented to inform Western New York about the programs and services available at ECC.
9. **Organization** – To maintain an appropriate organizational structure designed to facilitate efficient operation for the College and attain desirable institutional outcomes.

Potential Impacts

Alternative 1 is consistent with ECC's Mission and all but one of the Institutional Goals, and it will result in positive impacts with respect to the quality of education and deliverability in that the current and future needs of the students would be met, and the existing deferred maintenance issues would be corrected.

However, while Alternative 1 seeks to remedy the major functional deficiencies at North, it also maintains the utility and personnel redundancies, which stress the institution financially. Therefore, this Alternative is not consistent with Institutional Goal number 9, "Organization."

Mitigation

Maintaining the current three-campus configuration will continue to result in utility and personnel redundancies and inefficiencies, stressing ECC financially. Some minor program and personnel reorganizations would take place under Alternative 1, which will provide only minimal relief to the inefficiency issues.

Significance of Impacts

Alternative 1 would be consistent with ECC's Mission and all but one of the Institutional Goals, as it would result in positive impacts on the quality and deliverability of education.

Alternative 1 is inconstant with Institutional Goal number 9 as it maintains the utility and financial redundancies that burden ECC financially, and due to the fact that only minor relief to the institution's inefficiencies may be provide through Alternative 1, this alternative will continue to result in adverse impacts on the financial assets of the institution.

5.1.2.1.2 Socioeconomic Implications

Under Alternative 1, ECC will retain all three Campuses, with the exception of the Vehicle Technology Training Center (VTTC), which would be consolidated to the main South Campus. The current 6.6-acre site of the VTTC in Orchard Park would be conveyed for private development. The economic impacts of the conveyance of the VTTC and associated private development, along with the implementation of Alternative 1 at each Campus has been analyzed and is presented below. Refer to DGEIS Appendix D for the complete methodology used to analyze the economic impacts associated with the VTTC conveyance and the economic impacts of the additional students.

5.1.2.1.2.1 Job Creation and Associated Payroll Impacts

Potential Impacts

Private Development on VTTC Site

Under Alternative 1, the VTTC would be consolidated onto the main South Campus, with the existing 6.6-acre site to be conveyed for private development. The economic impacts associated with conveying this property have been analyzed under a projected absorption of approximately 2,500 square feet/year, a rate confirmed with Orchard Park officials as being reasonable given recent development experience in that area. By the year 2015, it is projected that private warehouse redevelopment (reflecting the most recent type of commercial development in the immediate vicinity) on the current VTTC site could yield 45 new jobs with an associated projected payroll impact of \$1.5 million per year.

Catalytic Impacts

Under Alternative 1, the total student headcount is projected to increase by approximately 580 students through 2015 to a total of 12,197 students—6,016 at the North Campus; 2,703 at City; and 3,488 at South. Based on per student spending figures revealed in the SUNY survey and further discussed in *DGEIS Section 3.1.7 SUNY Opinion Supplemental Survey Results*, the projected increase in students is likely to add more than \$160,000 in off-campus spending across all three Campuses—approximately \$80,000 at North; \$35,000 at City; and \$50,000 at South. The impact of this additional spending is negligible, however.

The off-campus spending would be capable of supporting nearly 500 square feet of shopping center space equaling zero new jobs since the industry average is one sales job per 1,014 square feet. By contrast, it could support more than 900 square feet of food service space and two jobs, at one position per 459 square feet. When these aggregate impacts are parsed across the three Campuses, the economic impact of additional off-campus spending under Alternative 1 is found to be minimal.

Construction-Related

The implementation of Alternative 1 will provide modest improvements to the local and regional socioeconomic conditions through additional, but temporary, construction-related jobs for the proposed construction projects at each Campus. In addition, there would be a temporary increase in demand for construction materials in the region.

ECC-Related Employment

Alternative 1 may result in minor increases in ECC-related employment. As student enrollment increases, and additional programs are added or existing programs expand, additional faculty

and staff will likely be necessary. However, the future increases in faculty and staff is expected to be marginal due to the projected increase in student enrollment numbers.

Significance of Impacts

While ECC may only see a minor increase in staff and faculty, Alternative 1 will result in modest positive impacts on the local and regional socioeconomic conditions as a result of the proposed construction projects. The additional students projected under Alternative 1 will also result in minor spending impacts on the surrounding communities. The sale and redevelopment of the VTTC site could provide the most tangible economic benefits under Alternative 1 by resulting in an additional 45 jobs with associated estimated payroll impacts of \$1.5 million annually by 2015. Therefore, in aggregate, Alternative 1 will result in positive job creation and related payroll impacts on the surrounding communities, requiring no mitigation.

5.1.2.1.2.2 Annual County Property Tax Revenue

Potential Impacts

All three Campuses are currently owned by ECC and Erie County, and therefore, no County tax revenue is generated from the properties. Under Alternative 1, only the VTTC site in the Town of Orchard Park is proposed for conveyance for private development. The remaining three Campuses will be retained. The redevelopment of this 6.6-acre site at an absorption rate of approximately 2,500 square feet/year could potentially result in \$4,000 in annual County property tax revenue by the year 2015.

Significance of Impacts

Under Alternative 1, ECC will retain all three Campuses, which will continue to preclude County tax revenue from being generated by private development on each Campus. However, Alternative 1 proposes the sale of the VTTC site in Orchard Park. Private development on the 6.6-acre VTTC site is projected to result in \$2,500 in annual property taxes for Erie County. In aggregate, the sale of the VTTC and resulting private development under Alternative 1 will result in a minor positive impact on Erie County's fiscal conditions, requiring no mitigation.

5.1.2.1.2.3 Annual Property Tax Revenue

Potential Impacts

All three Campuses are currently owned by ECC and Erie County, and therefore, no local property or school tax revenue is generated from the properties. Under Alternative 1, only the VTTC site in the Town of Orchard Park is proposed for conveyance for private development. The remaining three Campuses will be retained. The redevelopment of this 6.6-acre site at an absorption rate of approximately 2,500 square feet/year by 2015 could potentially result in

\$17,000 in annual combined Town and Village of Orchard Park property tax revenue, and \$21,000 in annual property tax revenue for the Town of Orchard Park School District.

Alternative 1 will result in no positive impacts on the fiscal conditions for the Towns of Amherst and Hamburg as the North and South Campuses will be retained, with no private development proposed.

Significance of Impacts

Alternative 1 will not directly result in any additional property tax revenue for the Towns of Amherst, Hamburg, and the City of Buffalo, as the three Campuses will be retained. The conveyance of the VTTC site is projected to result in \$38,000 in annual local property and school taxes for the Town of Orchard Park at full build-out of the site in 2015, a minor positive impact on the Town's fiscal conditions, requiring no mitigation.

5.1.2.1.2.4 Revenue from the Sale of the VTTC

Potential Impacts

Alternative 1 proposes the relocation of the VTTC to the South Campus and the conveyance of the VTTC site for private development. According to the figures presented in the Institutional Feasibility Study prepared for ECC by Resultants International, Inc., the VTTC has an assessed value from \$1.26 to \$1.57 million.

Significance of Impacts

The sale of the VTTC could result in approximately \$1.26 to \$1.57 million in revenue for ECC and Erie County, a positive impact on the fiscal resources for ECC and the County, requiring no mitigation.

5.1.2.1.3 ECC Operations and Management

The following Operations and Management (O&M) analysis estimates efficiencies, which are potentially attainable under the various Alternatives, both in personnel levels and utility costs.

Potential Impacts

Staff Efficiencies

Under Alternative 1, staff efficiencies are likely to be negligible, since the College would retain a Campus deployment in line with its current form. The relocating of particular departments within the College under those Alternatives may yield some staffing efficiencies (e.g., by combining comparable programs at the same site). In aggregate, Alternative 1 will maintain the current redundancies throughout the institution, which is financially stressful, and an adverse impact on ECC's fiscal resources.

Utility Efficiencies

Alternative 1 is designed to increase the overall square footage of the College and invest in existing facilities at the North and South Campuses. Under this Alternative, the gross square footage of the College would increase to 1,403,140, a roughly 13 percent aggregate size increase over the current Campus arrangement. The percentage of new construction would be 25 percent, with the remaining 75 percent being renovated space. While both renovated and new space would likely result in more energy-efficient buildings, the components of the project involving new construction would be much more energy-efficient than renovated spaces. Overall, Alternative 1 will result in a modest increase in energy efficiency, a minor positive impact.

Mitigation

While Alternative 1 will result in a marginal increase in energy efficiency, ECC will still continue to be burdened by a three-campus system which translates into adverse financial impacts that will need to be mitigated in some manner. Additional reorganization and consolidation of programs and departments could aid in diminishing the financial burden.

Significance of Impacts

Under Alternative 1, some minor energy and staffing efficiencies could be realized as programs are reorganized; however, the current three-campus configuration will be maintained, resulting in certain inefficiencies, an adverse impact on the fiscal resources of ECC. Mitigation in the form of additional program reorganization and consolidation would provide some relief. This mitigation strategy will need further analysis to identify the programs and departments appropriate for reorganization and consolidation.

5.1.2.1.4 College Fiscal

5.1.2.1.4.1 Enrollment

[**Note:** The following projections are partially based on demographic projections for Erie County and partially based on experience and knowledge of the community college population and behaviors of the average community college student. However, it is important to note that the projections are assumptions at best, as it is difficult to project the behaviors of large populations. Please refer to DGEIS Appendix A for the methodology used for developing these enrollment projections.]

Potential Impacts

As depicted in *Table 5.1.2-1*, Alternative 1 is fairly consistent with the baseline projections (i.e., continuing with the current ECC Plan and ***not implementing any of the proposed Alternatives***). The existing headcount and student FTEs are from the Fall 2002 Census Student Accounts of

the College. The 2015 baseline projections are based on the current arrangement of the three Campuses with enrollment growth based entirely on changes in the college-going population within the County. Erie County, unlike the surrounding counties, has positive growth in the college-age going population. Most upstate counties will be in decline during this period.

TABLE 5.1.2-1 ALTERNATIVE 1 ENROLLMENT PROJECTIONS		
	Headcount	Student FTEs
2002 Existing	11,628	8,980.89
2015 Baseline Projections ¹	11,821	9,222
2015 Alternate 1 Projections	12,188	9,423
¹ Baseline Projections represent the projected future enrollment at 2015 if ECC chooses not to implement any of the three Alternatives being considered.		

Off this baseline projection, Alternative 1 assumes that ECC and the County will be benefactors of a large capital investment in the North Campus. The result of a renovation and expansion of that Campus will result in both a greater retention of County residents while making greater penetration into principally Niagara and Genesee Counties. The result is a modest increase of approximately 367 students and an additional 201 FTEs over the baseline estimates. When compared to current enrollment figures, Alternative 1 will result in an increase of 560 students, and an additional 442 FTEs. Therefore, based on projected figures, Alternative 1 will result in positive impacts on enrollment.

This increase in enrollment will translate into positive impacts on ECC fiscal resources, such as additional revenue in the form of tuition and state aid, and the potential for diminished chargeback amounts owed to neighboring counties. The impacts on these items are discussed below.

Significance of Impacts

Alternative 1 will result in positive impacts on enrollment and in turn will have positive effects on ECC's fiscal resources. Therefore, no mitigation will be required.

5.1.2.1.4.2 Chargebacks

Methodology

In order to calculate net chargeback differences to Erie County under a non-consolidated (Alternatives 1 and 3) versus a consolidated (Alternative 2) Campus deployment, enrollment projections were used to gauge: (1) What changes would occur to that segment of ECC's student base that currently resides outside of Erie County; and (2) What would be the impact of

more or fewer Erie County residents choosing to enroll at a neighboring county's community college?

The analyses presented below are based on two main assumptions. First, apart from any change in the size of the “imported” student population, the distribution of student origin by County will remain approximately the same. Currently, 56 percent of ECC’s imported student population resides in Niagara County; 14 percent in Cattaraugus; 12 percent in Chautauqua; 10 percent in Wyoming; 7 percent in Genesee; and 1 percent in Orleans. Second, apart from any change in size of the “exported” student population, the distribution of Erie County residents to community colleges in other counties will remain generally the same. Currently, 76 percent of Erie residents who attend a community college other than ECC are enrolled at Niagara County Community College (NCCC); 21 percent are enrolled at Genesee Community College (GCC); and the remainder—between 2 and 3 percent—are at Jamestown Community College.

[**Note:** While these estimates are based on enrollment projections for 2015, all calculations use current 2002-03 chargeback rates and do not project changes in chargeback rates. Projecting changes in the rates themselves is particularly difficult, given that they are driven by participation and County budgetary contributions.]

Potential Impacts

Enrollment projections for Alternative 1 show increases in FTEs across the entire range of student categories. The two most important pieces to the chargeback equation both show changes in Erie’s favor. The size of the student population from other counties attending ECC increases 26.9 percent, driving the number of imported students higher.

TABLE 5.1.2-2 ECC ENROLLMENT PROJECTIONS UNDER ALTERNATIVE 1 (SOURCE: PROJECT TEAM ESTIMATES)		
	Current FTE	Projected FTE
Erie Co Residents, >9 Credit Hours	7,268.87	7,547.10
Erie Co Residents, ≤ 9 Credit Hours	1,180.07	1,240.53
Residents of Surrounding Counties	415.19	526.83
Others	116.77	116.77

Similarly, the number of Erie County residents attending ECC increases by approximately 340 students. Conservatively assuming half of those students (170) are actually choosing ECC over another community college, Erie’s exported students number drops by the same. Table 5.1.2-2, illustrates the projected FTE load under this Alternative.

Relative to each of the neighboring counties with which Erie imports and/or exports students, the difference moves in Erie's favor. Overall, the net chargeback differential would dip to roughly \$0.7 million, as shown in *Table 5.1.2-3 Alternative 1 – Community College Student Chargeback Differentials for Erie County*. This is approximately a \$600,000 improvement over Erie's current chargeback differential.

TABLE 5.1.2-3 ALTERNATIVE 1 - COMMUNITY COLLEGE STUDENT CHARGEBACK DIFFERENTIALS FOR ERIE COUNTY			
Counties	Chargeback Revenue to Erie for Imported Students	Chargeback Cost to Erie for Exported Students	Net Chargeback Differential for Erie
Cattaraugus	\$127,834	\$0	+\$127,834
Chautauqua	\$107,380	\$37,082	+\$70,299
Genesee	\$66,474	\$323,090	-\$256,617
Niagara	\$521,562	\$1,311,211	-\$789,649
Orleans	\$8,522	\$0	+\$8,522
Wyoming	\$95,449	\$0	+\$95,449
Total/Net Diff	\$927,222	\$1,671,383	-\$744,162

Significance of Impacts

The approximate \$0.7 million reduction in chargebacks as a result of the projected increase in student enrollment under Alternative 1 is a positive impact; therefore, no mitigation is required.

5.1.2.1.4.3 Tuition and State Aid

Potential Impacts

In addition to chargebacks, the Alternatives are likely to have differential impacts on the College in terms of both tuition and state aid. As described above, under Alternative 1, FTEs are projected to increase by approximately 5 percent through 2015. While tuition levels will almost certainly change by 2015, even at the current rate of approximately \$2,700, this increase would amount to more than \$1.2 million in additional tuition per year. At the current state aid per FTE level of roughly \$2,300, the College could realize an additional \$1.0 million per year. The combined positive impact is estimated to be approximately \$2.2 million per year based on current tuition and state aid funding statistics.

Significance of Impacts

The estimated benefit on the projected increase in enrollment under Alternative 1 is approximately \$2.2 million per year, a positive impact, and as such, no mitigation will be required.

[Note: This estimate is based on current (2003) tuition and state aid figures. The actual benefit at year 2015 is anticipated to be higher. Also note that the total projected financial benefit is based on full build-out conditions of Alternative 1 at year 2015.]

5.1.2.1.4.4 Student Costs

Potential Impacts

In the spring of 2003, the ECC Board of Trustees voted to increase tuition for full-time students by \$200, resulting in a total of \$2,700 per semester. Alternative 1 will have no direct and immediate impacts on the costs to students. However, as ECC and Erie County continue to invest in the implementation of Alternative 1, and as ECC begins to offer newer and state-of-the-art facilities to its students, it is anticipated that tuition may increase to meet the financial requirements.

Significance of Impacts

During the implementation of Alternative 1 and as ECC introduces newer and state-of-the-art facilities to its students, periodic increases in tuition may be necessary to meet the financial needs of ECC. While this may be considered an adverse impact with no mitigation, the new and state-of-the-art facilities that ECC will be providing will serve to off-set the impact of increasing tuition. Furthermore, ECC remains one of the lowest-priced secondary educational institutions in the region.

5.1.2.1.5 Transportation

Potential Impacts

Traffic Circulation

Alternative 1 will essentially maintain the same Campus configurations. Since student and faculty/staff populations are not expected to change significantly, the total number of trips to and from the Campuses will not substantially change. The expected enrollment change from 2002 to 2015 under Alternative 1 is 5 percent, or 0.4 percent per year. This is well below planning averages for growth on the regional highway network. Expected regional transportation improvements, certain ones that are identified in *DGEIS Section 4.1.2.2 Proposed Transportation Projects*, should alleviate these normal growth trends.

As overall traffic volumes grow as a result of continued higher trips per household, it can be expected that traffic volumes on the highway network will increase by 2015. The effect these increases have on student and faculty/staff travel times will be related to the rate of improvements of the transportation network. In particular:

- North Campus – Increased growth in Amherst and surrounding communities combined with the fact that Main St., Wehrle Dr. and Transit Rd. are at LOS E or F, adverse impacts on travel times may result. However, with the scheduled improvements for Wehrle Dr. and Transit Rd., there may only be a small negative effect on travel times.

- South Campus – Increased growth in Orchard Park and Hamburg may have somewhat of a negative effect on travel times.
- City Campus – Changes in travel times will be directly related to changes in the City’s business climate, workforce, and residency population.

In general, the Buffalo area transportation network provides suitable services such that minor changes in travel patterns can be accommodated within the system. Unlike major metropolitan areas such as New York City or Boston, there are no significant travel delays (of a magnitude greater than 10 minutes) that occur on the network on a routine basis.

Metro bus and rail currently have capacity within their bus and rail systems to handle minor changes in travel patterns.

Commuter Times

Because the overall structure of each Campus will remain constant, there will be no change in the average commuting time for future ECC students as a result of the implementation of Alternative 1, based on current student originations. Minor increases in student travel times may be seen as a result of continued growth in and around each Campus. These impacts will be out of the control of ECC.

However, the three-campus structure is one of several factors throughout the County that furthers the trend of suburbanization, which ultimately leads to traffic impacts and increases to commute times. This issue is discussed in more detail below *DGEIS Section 5.1.2.2.5 Land Use, Community Character, and Zoning*.

Significance of Impacts

Traffic Circulation

Due to the fact that the projected increase in student enrollment through 2015 will be approximately 5 percent, well below planning averages for growth on the regional highway network, and due to the fact that anticipated regional transportation improvements as identified in DGEIS Section 4.1.2.2 Proposed Transportation Projects, should alleviate these normal growth trends, any impacts on the regional transportation network resulting from Alternative 1 are anticipated to be minimal.

Commuter Times

The implementation of Alternative 1 will not directly result in adverse impacts on student travel times. Future impacts may occur as a result of non-ECC-related development in and around each Campus. These impacts would be out of the control of ECC.

5.1.2.1.6 Public Safety

Projected Enrollment Increases

Potential Impact

Total student enrollment is projected to increase by 0.4 percent annually through 2015, or about 27 students every year, distributed throughout each Campus. Under Alternative 1, the total student headcount at 2015 is projected to be approximately 12,198. The ECC Public Safety Department currently provides sufficient protection for ECC students, faculty, and staff in cooperation with local law enforcement authorities.

According to an e-mail dated August 8, 2003, from Linda Kochanoff, Chief of the ECC Public Safety Department, the department would be able to provide the needed protective services for up to 15,000 students (*DGEIS Appendix B Correspondences*).

Significance of Impacts

Due to the ability of the ECC Public Safety Department to accommodate the projected enrollment increases with no additional staff, no significant impacts related to Campus safety are anticipated as a result of the proposed increase in student enrollment under Alternative 1.

5.1.2.1.7 Air Resources

Erie County is already at non-attainment status for ozone. The County is in attainment for the five (5) other criteria pollutants.

Potential Impacts

Automobile Impacts

Under Alternative 1, a total of 450 additional students are expected at ECC, spread out over the three Campuses. This increase will occur through the year 2015. This increase is considered marginal, and well within the normal planning averages for growth in the regional transportation network. Air-related impacts from the projected increase in automobile trips would likely be insignificant by themselves.

Heating Plants

Both the North and South Campuses are heated by a low-pressure steam system. The boilers currently operate below a heat input capacity of 10 million BTUs/hr, and therefore, a Title V Permit from the NYSDEC is not required. The South Campus has one boiler, which is also currently operating below a heat input capacity of 10 million BTUs/hr. The Academic Building (old Post Office Building) at City also has a boiler, with the Flickinger Building having three

gas-fired boilers providing heat. All of the City boilers are operating below a heat input capacity of 10 million BTUs/hr, and therefore, a Title V Permit is not required.

Significance of Impacts

Due to the fact that there will be only marginal increases in students and associated vehicle trips through the year 2015, combined with the fact that any increase in emissions from the heating plants on each Campus will be in full compliance with local, state, and federal rules, regulations, and guidelines, specifically 6 NYCRR Part 201, Alternative 1 is not anticipated to result in significant adverse impacts on the region's air resources.

However, the projected increases in students and associated vehicle trips, when combined with continued local and regional growth, may result in cumulative impacts on the local and regional air resources. Refer to DGEIS Section 5.1.2.6 Cumulative Impact Analysis for further analysis on potential cumulative impacts.

5.1.2.2 North Campus

5.1.2.2.1 Geology

Subsurface

Potential Impacts

Depth to bedrock in this section of the Town of Amherst ranges between 10 and 40 feet. Therefore, if bedrock is encountered, it may be necessary in some locations to employ limited blasting and/or a pneumatic hammer to loosen pinnacles of hard rock or assist in the excavation of rock from the narrow confines of a trench. This may result in disturbances to students, faculty, and staff at the North Campus and surrounding and nearby residences and businesses.

Mitigation

All blasting and use of the pneumatic hammer, if necessary, will be undertaken during daytime hours, and if possible, between College sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will take all precautions in an attempt to comply with the Town of Amherst Noise Ordinance during construction.

Significance of Impacts

As a result of the above proposed provisions and mitigation, impacts associated with bedrock encounters are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to identify the locations and depths to any bedrock within areas proposed for construction.

Surface

Soils

Potential Impacts

The soils on the North Campus are suitable for construction and are not hydric in nature. Newstead Gravelly Loam (Ne) soils, which are highly reactive to frost action and somewhat poorly drained, exist in the central part of the Campus. These soils are localized to the existing recreational fields, north of all proposed development.

Mitigation

Specific construction and pre-development site preparation techniques may be required to ensure the stability of proposed buildings, driveways, and parking areas.

Significance of Impacts

Based on the preliminary soils analysis, impacts associated with soil conditions are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to verify the existing soil conditions within areas proposed for construction.

Soil Erosion and Runoff

Potential Impacts

Alternative 1 will require the removal of existing vegetation, and an increase in impervious areas from 42 to 49 acres. This may result in soil and dust particles becoming stirred during construction and may affect surrounding uses and other areas of the Campus. In addition, there will be the potential for soil erosion during construction, and a likely increase in the amount of storm water to be treated on-site or by the municipal system. Currently, storm water from the North Campus partially drains into the municipal system and partially into the recreational fields. No problems with the North Campus storm water system were identified during site visits in the spring of 2003.

Mitigation

To mitigate these impacts, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site. Furthermore, a Storm Water Pollution Prevention Plan (SWPPP) will be developed in accordance with the NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activities (GP-02-01). Through the preparation and implementation of this Plan, impacts resulting from erosion, sedimentation, and

storm water runoff during construction will be mitigated. This plan will include temporary measures for mitigation of erosion and sediment control during construction, including the use of silt fence, straw bale dikes, sediment traps, and other techniques, as deemed appropriate. The Plan may also include permanent measures such as lined channels, rock outlet protection, storm sewers, and detention basins. The Plan will also employ techniques to reduce the pollutant load in storm water runoff from developed areas. These techniques may include filter strips, water quality inlets, infiltration, or detention, as appropriate. Also, best management practices will be employed throughout the implementation of Alternative 1 at the North Campus to protect against soil erosion and storm water runoff impacts.

Furthermore, the SWPPP will, to the fullest extent practicable, be in compliance with the Town of Amherst storm water pollution regulations. The Town is currently in the process of bringing their regulations into compliance with the new USEPA and NYSDEC Phase II Storm Water Regulations. The Town anticipates having their regulations revised shortly, and the implementation of Alternative 1 at the North Campus, if chosen, would, to the fullest extent practicable, comply with the Town's revised storm water regulations.

Significance of Impacts

As a result of these provisions and mitigation measures, and the generally level character of the Campus, any impacts related to soil erosion and/or runoff are expected to be minimal.

5.1.2.2.2 Water Resources

Potential Impacts

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 1. See *DGEIS Section 5.1.2.2.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants.

Storm Water

Under Alternative 1, impervious areas are proposed to increase from 42 to 49 acres. A significant portion of new development is proposed to take place over existing parking lots, thus the total amount of new impervious areas have been minimized. However, the implementation of Alternative 1 will increase the amount of storm water which would need to be treated either on-site or by the municipal storm water system.

Surface Water

There are no surface water features on the North Campus. However, impacts to surrounding surface waters, such as Ellicott Creek, may result from soil erosion and storm water runoff during construction operations.

Floodplains

No designated floodplains exist on the North Campus and, therefore, no impacts on designated floodplains are anticipated under the implementation of Alternative 1.

Mitigation

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 1. See *DGEIS Section 5.1.2.2.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants and proposed mitigation measures.

Storm water Runoff, Surface Water, and Floodplains

While no surface water features or designated floodplains exist on the North Campus, impacts to surrounding surface waters, such as Ellicott Creek and designated floodplains, may result from soil erosion and storm water runoff during construction operations. In addition, the implementation of Alternative 1 will likely increase the amount of storm water runoff to be treated on-site or by the municipal system. Refer to *DGEIS Section 5.1.2.2.1 Geology* for a discussion on the proposed SWPPP and mitigation measures to handle any potential impacts associated with storm water runoff, surface water resources, and designated floodplains as a result of soil erosion and an increase in storm water runoff.

Significance of Impacts

As a result of the provisions and proposed mitigation described above in DGEIS Section 5.1.2.2.1 Geology, impacts associated with an increase in storm water runoff and on surface water resources and designated floodplains are expected to be minimal, if not non-existent. Close coordination with the Town of Amherst and NYSDEC will be made during the preparation of the proposed Storm Water Pollution Prevention Plan.

5.1.2.2.3 Terrestrial and Aquatic Ecology

Vegetation

Potential Impacts

The majority of new proposed construction is taking place on pre-existing impervious areas, and will therefore result in a minimal loss to vegetation, only a seven-acre increase in impervious areas, or approximately 7 percent over existing conditions. The loss of vegetation, although minimal, may result in soil erosion and increased storm water runoff.

Mitigation

To mitigate against the loss of vegetation, all disturbed areas will be re-vegetated as appropriate. All cleared areas that will not be built on will be re-vegetated and landscaped. Re-vegetation, whether ornamental plantings or lawned areas, will deter increased storm water flows generated during construction.

In addition, Alternative 1 proposes additional plantings throughout the Campus, especially along the periphery. This will provide an overall net increase in the amount of vegetation and serve to screen or soften views from off-campus. All plantings will be, to the maximum extent practicable, consistent with the Town of Amherst's regulations.

Refer to *DGEIS Section 5.1.2.2.1 Geology* for a description of the proposed Storm Water Pollution Prevention Plan (SWPPP) and mitigation measures against possible impacts from soil erosion and increased storm water runoff resulting from the implementation of Alternative 1.

Significance of Impacts

As a result of these provisions, mitigation measures, and the generally level character of the Campus, the impact from the permanent or temporary loss of vegetation is expected to be minimal. The proposed increase in vegetation throughout the Campus will result in a positive impact by screening or softening views of the Campus from the surrounding areas.

Terrestrial Resources

Potential Impacts

The North Campus currently possesses small terrestrial species common in dense suburban areas. There may be temporary impacts to existing terrestrial species associated with the construction of Alternative 1. However, because minimal amounts of vegetation are proposed for disturbance, combined with the fact that numerous plantings are proposed throughout the Campus, impacts on terrestrial species is considered minimal, and in fact, there may be an increase in the number of typical terrestrial species at the completion of construction.

Mitigation

To mitigate against the loss of vegetation, all disturbed areas will be re-vegetated as appropriate. All cleared areas that will not be built on will be re-vegetated and landscaped. In addition, Alternative 1 proposes additional plantings throughout the Campus, especially along the periphery.

Significance of Impacts

As a result of these provisions and mitigation measures, the impact on terrestrial species from the implementation of Alternative 1 due to the permanent or temporary loss of vegetation is expected to be temporary and minimal. The proposed increase in vegetation throughout the Campus will ultimately result in additional area for terrestrial species typical in suburban areas, a positive impact for terrestrial species.

Aquatic Species

Potential Impacts

No surface water resources exist on the North Campus. Surface water features do exist in the general vicinity of the Campus. However, the implementation of Alternative 1 may result in soil erosion and increased storm water runoff, which may result in impacts to aquatic species in nearby surface waters such as Ellicott Creek.

Mitigation

Refer to *DGEIS Section 5.1.2.2.1 Geology* for a description of the proposed SWPPP and mitigation measures for minimizing or alleviating impacts to aquatic species from the implementation of Alternative 1.

Significance of Impacts

As a result of the above provisions and proposed erosion control measures discussed in DGEIS Section 5.1.2.2.1 Geology, combined with the distance to off-campus surface water resources, any potential impacts to aquatic resources off-campus from the implementation of Alternative 1, are expected to be minimal, if not non-existent.

Significant, Endangered, or Protected Species and Habitats

Potential Impacts

Pursuant to a letter dated July 3, 2003, from the NYSDEC New York Natural Heritage Program, there are no records of known occurrences of rare or State-listed animals and plants, significant natural communities, or significant habitats, on or in the immediate vicinity of the North

Campus (DGEIS Appendix B Correspondences – Betty A. Ketcham, Information Services, NY Natural Heritage Program, 7-3-03). Therefore, no impacts on said species are anticipated.

Critical Environmental Areas

Potential Impacts

There are no Critical Environmental Areas (CEAs) on or near the North Campus; therefore, no impacts to CEAs are anticipated as a result of the implementation of Alternative 1.

5.1.2.2.4 Parking

Potential Impacts

Currently, the North Campus has 2,550 parking spaces and an observed approximate peak demand of 1,645. According to standard community college parking requirements, the North Campus has a parking demand of approximately 1,903 spaces for students, faculty, and staff. Based on the current number of available parking spaces, the North Campus has adequate capacity for current student levels.

Under Alternative 1, the Technology Programs would be relocated to the South Campus, which will slightly ease the parking demand at North. Furthermore, no parking lots are proposed to be permanently disturbed through construction. At full build-out, the North Campus will have a parking requirement of approximately 2,000 spaces, well within the current and future number of spaces to be provided. Therefore, permanent impacts to parking on the North Campus under full build-out of Alternative 1 are not anticipated.

However, during construction there may be temporary impacts to selected parking lots through the need for staging areas and associated construction activity.

Mitigation

Construction activities will be scheduled and planned so that minimal impacts on parking result. Staging and construction areas will be clearly marked and all precautions will be taken to ensure the safety of students, faculty, and staff while driving and walking on campus.

Significance of Impacts

Due to the fact that Alternative 1 will not result in parking demands exceeding the future capacity of the North Campus, and combined with the fact that disturbances to parking lots during construction will be minimal, significant impacts to parking during the implementation of Alternative 1 and at full build-out are not anticipated.

5.1.2.2.5 Land Use, Community Character, and Zoning

Land Use and Community Character

The North Campus is surrounded by a dense mix of industrial, commercial, office, and residential uses, and is bordered on all four sides by heavily traveled local and state roads. The area surrounding the North Campus is characteristic of most dense suburban communities with a mix of uses, low profile buildings, and automobile-dependent destinations. The North Campus has a tall mechanical man tower on-campus visible from several locations off-campus.

Potential Impacts

There will not be a change in land use under Alternative 1. Construction and enhancement of additional buildings is proposed throughout the Campus. The majority of the new construction and expansions are confined to the center of the existing Campuses, with the exception of the proposed new Academic/Administration Building and the proposed expansion to the athletic center and adjacent parking lot. These improvements will be along Youngs Road at the west end of the Campus.

These proposed expansions of the athletic center and new parking lot would be visible from residences across Youngs Road. Overall, the visibility of the Campus from surrounding residences is very limited. The remaining surrounding uses with views of the Campus are commercial and industrial. There is a small development of multi-family dwellings to the east of the North Campus which is separated by a 350± foot vegetated buffer. No views of the Campus exist from this development.

While Alternative 1 will have little if any adverse impact on the character of Town, the three-campus structure currently in place supports the continuing trend of suburbanization which leads to traffic congestion and increases in commuting times. In isolation, maintaining the three-campus structure will not have a significant adverse impact on the community with respect to continued suburbanization, but in aggregate, when combined with all of the new development that promotes continued sprawl, Alternative 1 may contribute to a cumulative impact of increasing suburban density, transportation-dependent development, and the host of issues that are attached to this type of development trend. Refer to *DGEIS Section 5.1.2.6 Cumulative Impact Analysis* for additional discussion on this potential impact.

Mitigation

All new development on the periphery of the Campus, including the proposed new parking lot adjacent to the athletic center, will be bordered by new plantings to completely screen or significantly break up the visibility of these improvements from Youngs Road and neighboring properties. All plantings will comply, to the maximum extent practicable, with Town of Amherst planting requirements.

All new development will be consistent in height with the existing buildings on the Campus.

Significance of Impacts

Due to the existing dense, suburban character of the area surrounding the North Campus, combined with the fact that the majority of surrounding uses are commercial, industrial, or office, and that all proposed new development will be partially or completely screened from nearby uses and roadways, significant community character or aesthetic impacts resulting from the implementation of Alternative 1 are not anticipated. The continued promotion of suburban-style and automobile dependent development under Alternative 1, by itself is not anticipated to result in significant adverse impacts, however, when combined with additional similar styles of suburban development, cumulative impacts may result (refer to DGEIS Section 5.1.2.6 Cumulative Impact Analysis for additional information on this potential impact).

Consistency with the Town's Comprehensive Plan and Recreation and Parks Master Plan

Potential Impacts

After careful review, Alternative 1, where applicable, is considered consistent with the Town's current Draft Comprehensive Plan dated December 2002, and Draft Recreation and Parks Master Plan dated February 2003.³⁰

Significance of Impacts

As Alternative 1 is consistent with the Town's Draft Comprehensive Plan and Recreation and Parks Master Plan, no adverse impacts on the Town's ability to implement these plans under Alternative 1 is anticipated. No mitigation is therefore necessary.

Noise

Noise impacts in the Town of Amherst are regulated under §138 of the Town Code. Current sources of noise from the Campus include automobiles and the occasional noise generated from recreational and sports activities taking place in the northern section of the Campus, as well as from roof-top equipment. Off-campus, the main source of noise includes automobiles, as the North Campus is surrounded on all sides by heavily traveled roads and is in the center of a dense suburban environment. Additionally, the North Campus is located just to the north of the Buffalo Niagara International Airport and the NYS Thruway, both substantial sources of noise.

³⁰ Town of Amherst Bicentennial Comprehensive Plan – Draft Inventory and Analysis Report. The Town of Amherst, Wallace Roberts & Todd, LLC, et al. May 24, 2001.

Potential Impacts

If bedrock is encountered during construction, it may be necessary in some locations to employ limited blasting and/or a pneumatic hammer to loosen pinnacles of hard rock or assist in the excavation of rock from the narrow confines of a trench. This may result in noise disturbances to students, faculty, and staff at the North Campus and surrounding and nearby residences and businesses.

Mitigation

All blasting and use of the pneumatic hammer, if necessary, will be undertaken during daytime hours, and if possible, between College sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will take all precautions in an attempt to comply with the Town of Amherst Noise Ordinance during construction.

Significance of Impacts

With the above mitigation and provisions, and intent to comply with the Town's noise ordinance, significant adverse impacts related to blasting and/or the use of pneumatic hammers are not anticipated.

Light

Currently, the general lighting on-campus, combined with the off-campus street lighting and light sources from other surrounding uses, are the major sources of ambient light in the area. The surrounding areas are highly built-out with a dense mix of residential, commercial, office, and light industrial uses, all exhibiting wide ranging light levels. The Town of Amherst regulates lighting impacts under §132 of the Town Code.

Potential Impacts

Alternative 1 recommends the installation of high-mast lighting to illuminate the athletic fields at the North Campus. These lights, combined with additional lighting necessary on proposed parking lots and new facilities throughout the Campus and areas currently lacking sufficient lighting, may result in adverse impacts on uses adjoining the Campus.

Mitigation

All additional lighting required to accommodate the proposed improvements, as well as lighting of selected athletic fields, will be designed to be in full conformance with typical lighting standards. The light levels will be established at appropriate levels of safe lighting and use of parking areas, service areas, and building entrances.

The best available lighting technology will be employed to mitigate potential lighting impacts to the maximum extent practicable. Examples of potential mitigation measures may include, but will not be limited to, the use of cut-off light fixtures or equivalent lighting under opaque canopies; the use of timers, dimmers, and/or sensors to reduce overall energy consumption and eliminate unneeded lighting; the lighting of only areas and objects for safety considerations; and the shielding of perimeter lighting so that no one off the property can see the bulb, lens, or reflector, or any lighting fixture on the premises.

Significance of Impacts

As a result of the proposed mitigation and provisions and the existing ambient sources of light prevalent around the North Campus, lighting impacts related to the implementation of Alternative 1 at the North Campus are not anticipated to be significant.

Zoning

ECC is exempt from compliance with local zoning. All attempts will be made to comply with existing and future local land use regulations.

5.1.2.2.6 Community Services

Water

According to the Town of Amherst Bicentennial Comprehensive Plan Inventory and Analysis Report, the entire Town is provided with sufficient water supplies under Lease Management Agreement (LMA) with the Erie County Water Authority (ECWA). There are above average pressures and acceptable fire flow protection, and expansion of the water system to accommodate future growth has few limitations.³¹

Potential Impacts

Under Alternative 1, there will be an additional 231,000 \pm gross square feet of space, which will include the construction of one new Academic/Administration Building, and several existing building expansions. Under full build-out in 2015, the North Campus is projected to accommodate approximately 6,000 total students, an increase of approximately 300 students from the current enrollment figures. Based on the NYSDEC Division of Water publication “Design Standards for Waste Water Treatment Works” (1988), the North Campus has a current water demand of approximately 57,160 Gallons Per Day (GPD). It should be noted that these estimates are assuming that these students are present throughout the day at the North Campus. In reality, the water demand is lower due to the fact that students generally do not occupy the Campus all day, and that there is a mix of full- and part-time students.

³¹ id. at 8-1

Under Alternative 1, the projected increase of 300± additional students will result in a total increase in water demand of approximately 3,000 GPD, resulting in a total water demand of around 60,160 GPD. Note that this projected increase will occur over a 13-year time period and would result in an annual increase in water demand of roughly 230 GPD.

The proposed construction and additions will add to the demand for adequate fire flow protections. Due to the fact that the proposed improvements are preliminary at best, accurate needed fire flow (NFF) calculations will need to be performed and coordination made with the Town of Amherst to ensure adequate pressures exist for the Campus, once final designs are developed.

Significance of Impacts

Due to the fact that adequate water supply and pressure currently exists in Amherst, and that under Alternative 1, the North Campus will see only minor annual increases in students (approximately 23 per year) through 2015, impacts associated with increased demands on municipal water supplies are not anticipated.

It is recommended that final evaluations of water demand be performed during the final design stages of each component of Alternative 1 at North to ensure adequate capacity.

It is further recommended that individual NFF calculations be performed for each building after final plans for the proposed improvements are developed to ensure adequate water pressure exists for the Campus.

Sanitary Sewer

According to the Town's Bicentennial Comprehensive Plan, the Town's wastewater treatment plant has recently been re-rated by the NYSDEC to increase capacity by 50 percent to 36 million gallons per day (MGD), and is currently operating below capacity at approximately 22 MGD.³² The North Campus is located in the Town of Amherst Sewer District No. 16. According to the Town of Amherst, no major problems with the sanitary sewer system exist around the North Campus.

The sanitary sewer system on the North Campus is in poor to fair condition, with older lines prone to breaking. The Campus lines connect with the municipal system on Wehrle and Youngs Road.

³² id.

Potential Impacts

Utilizing the NYSDEC Division of Water publication “Design Standards for Waste Water Treatment Works” (1988), the North Campus has a current sanitary sewer discharge level of 57,160 GPD. Under Alternative 1, the wastewater discharge from the Campus is projected to increase by around 3,000 GPD by 2015, or an annual increase of approximately 230 GPD. Due to the current load on the municipal treatment plant and available capacity, this marginal annual increase through 2015 would not, in and of itself, have a significant impact on the treatment plan. The Town of Amherst is being consulted to determine the current capacity of the sanitary sewer infrastructure serving the Campus to identify any potential impacts that may arise under Alternative 1. The findings will be incorporated into a DGEIS Addendum or, if determined to be necessary, an FGEIS.

Regarding on-site wastewater infrastructure, due to the fact that on-site wastewater utilities are currently in poor condition, improvements will be necessary to accommodate the increased flows likely to be associated with the implementation of Alternative 1.

Significance of Impacts

Based on the projected insignificant increase in wastewater discharge and the excess capacity at the municipal treatment plant, and provided that both on-site and off-site wastewater infrastructure is upgraded (if necessary off-site) to provide adequate capacities, no significant impacts to the on-site and municipal wastewater treatment infrastructure and system is anticipated.

Electrical Power, Natural Gas, and Telecommunications

Potential Impacts

On a Campus level, due to the fact that power is currently at maximum capacity, sufficient power supplies would not be sustained under Alternative 1.

Electricity to the Campus is currently provided by Niagara Mohawk, a National Grid Company. Telecommunication services are currently provided by Bell Atlantic. It is anticipated that due to the limited amount of additional development at the North Campus, these private utilities have adequate capacity to serve under Alternative 1. The capacity of these services will be confirmed during subsequent environmental reviews if Alternative 1 is chosen as the preferred Alternative.

Mitigation

Upgrades to the on-campus electric system will be necessary to accommodate the proposed additions and renovations at the North Campus under Alternative 1.

Significance of Impacts

Provided the North Campus electric system is upgraded during the implementation of Alternative 1, and Niagara Mohawk and Bell Atlantic can meet the future demands (projected to be minimal), no significant impacts on the ability of the North Campus to receive these telecommunication and electric services are anticipated.

Emergency and Protective Services

Police Protection

Potential Impacts

The increase in police protection anticipated under Alternative 1 is expected to be minimal, since the number of additional students at the North Campus is expected to be approximately 290 by the year 2015. The Amherst Police Department is being contacted to determine their ability to continue providing services to the North Campus. Information from the Town of Amherst Police Department was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Due to the projected minimal increase in students through 2015, no significant impacts to the Town of Amherst Police Department's ability to provide adequate police protection services is anticipated. This will be confirmed through communications with the Town of Amherst Police Department and incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Fire Protection and EMS

Potential Impacts

Construction materials used on-site will be selected to minimize fire hazard. All new buildings will be constructed with appropriate fire ratings. Coordination with the Town of Amherst Fire Department and EMS is being made to ensure they have the capacity to provide services to the Campus under Alternative 1. Information from the Town of Amherst Fire Department and EMS was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

With utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, along with the ability of the Town of Amherst Fire Department to

provide sufficient fire protection, no significant impacts related to fire protection on the North Campus is anticipated under Alternative 1. With the marginal projected increase in students through 2015, no impacts on the ability of the local EMS to provide emergency services to the North Campus are anticipated. This is being verified through communications with the fire department and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Waste Management

Potential Impacts

Under Alternative 1, an increase in solid waste is anticipated. ECC currently has a Solid Waste Permit through NYSDEC regarding the disposal of the solid waste generated on-campus. Although Alternative 1 will result in additional waste, the projected additional 290 students by 2015 will result in immeasurable increases in the local waste stream.

Coordination is being made with ECC to determine the thresholds in the current permit to determine if a new permit would be required under full build-out of the North Campus under Alternative 1. Information on the potential need of obtaining a new permit for waste disposal was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Alternative 1 is projected to result in an increase in total students by approximately 290 by 2015. This addition of students, both part-time and full-time, will result in immeasurable increases in the local solid waste stream, and because significant impacts related to solid waste management are not anticipated, no mitigation is therefore required at this time. Coordination is being made to determine if Alternative 1 will require the need for a new solid waste permit from NYSDEC and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Educational Facilities

Potential Impact

As Alternative 1 will result in minor increases in students through 2015, and a minor potential for job creation and related economic impacts, the implementation of Alternative 1 is not likely to result in adverse impacts on the Town of Amherst School District's ability to provide educational services to the community.

Significance of Impacts

As no direct significant increases in employment and associated population in the Town of Amherst is expected, no significant adverse impacts on the Town of Amherst School District's ability to provide educational services to the community is anticipated under Alternative 1.

5.1.2.2.7 Historic and Archaeological Resources

Potential Impacts

A Phase 1A Archeological Investigation was performed for the North Campus (*DGEIS Appendix C*). Based on the results of the study, no significant impacts are anticipated on on-site resources, although there may be impacts from non-ECC and catalytic development off-site. It is recommended that a Phase IB Survey be conducted at the time of project implementation to ensure that no adverse impacts on significant resources occur in the areas of planned disturbance if Alternative 1 is selected as the preferred alternative.

Significance of Impacts

As a result of a Phase 1A Archeological Investigation, no significant adverse impacts on on-site cultural, historical, or archeological resources are anticipated under the implementation of Alternative 1, and, therefore, no mitigation is required at this time. However, it is recommended that a Phase 1B Investigation be performed in the areas of planned disturbance at the North Campus at the time of project implementation.

5.1.2.2.8 Public Health – Hazardous Materials

A limited Phase 1 Environmental Site Assessment was conducted to determine the existing environmental conditions for the North Campus and surrounding areas.

Potential Impacts

Past instances of leaking underground storage tanks leads to the presumption that some petroleum products may be encountered during demolition or expansion of the Campus. It has also been determined that certain ECC buildings contain asbestos in need of abatement.

There are several gasoline stations north of the Campus that have had leaks or spills in the past. However, no new development at this end of the North Campus is proposed; therefore, any impacts should be nominal.

If in fact environmental contaminants are discovered on-campus, Alternative 1 will result in an improvement in the current environmental conditions through remediation, a positive impact.

Mitigation

A full Phase I and II Environmental Site Assessment is further recommended prior to construction on the North Campus in order to fully identify potential remediation needs if Alternative 1 is chosen.

Remediation will be necessary if petroleum products are encountered during the implementation of Alternative 1 on the North Campus. Also, there will likely be the need to abate asbestos from certain portions of Campus buildings prior to the removal of B Building and the expansion of other Campus buildings. All necessary remediation will be coordinated with the NYSDEC and the NYS Department of Health (NYSDOH), and in full compliance with any and all conditions and requirements those agencies may set forth.

Remediation, if necessary, will greatly improve the environmental conditions of the North Campus and result in positive benefits.

Significance of Impacts

While the actual extent of on-campus environmental conditions are not fully known at this time, based on preliminary analyses of available records and limited on-campus analyses, the potential adverse impacts related to environmental contaminants is likely minimal with proper remediation fully consistent with NYSDEC and NYSDOH conditions and requirements. In fact, if contaminants are discovered, Alternative 1 will ultimately result in positive impacts on the environmental conditions of the North Campus, as the contaminants will likely need to be removed, a positive impact on the environmental health of the North Campus. It is recommended that a full Phase I and II Environmental Site Assessment be conducted prior to construction on the North Campus in order to fully identify potential contaminants and remediation requirements.

5.1.2.2.8.1 Preliminary Cost Estimates for Abatement and Remediation

Based on the preliminary analyses, the total cost for the abatement and remediation is anticipated to be on the order of \$1.0 to \$1.1 million. The order of magnitude costs provided are based on professional judgment relative to an approximate range of potential costs for petroleum or other hazardous materials remediation that might be anticipated. This cost is combined with an order of magnitude estimate of potential asbestos abatement of a facility based on existing information, age, professional judgment, and previous experience.

5.1.2.3 City Campus

5.1.2.3.1 Geology

Subsurface

Potential Impacts

The site proposed for development of the new Academic Building at the City Campus is currently occupied by a building and is impervious; use of a pneumatic hammer may be necessary. Also, depending upon the final type of building to be constructed and the number of stories, it might be necessary to drive piles into bedrock. In which case, blasting may be necessary. The driving of piles to anchor the building, the use of a pneumatic hammer, and any blasting may result in disturbances to surrounding uses.

Mitigation

All blasting, the use of pneumatic hammers, and the driving of piles for structural support, if necessary, will be undertaken during daytime hours, and if possible, between college sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will, to the maximum extent practicable, attempt to fully comply with the City of Buffalo noise ordinance.

Significance of Impacts

As a result of the above proposed provisions and mitigation, impacts associated with bedrock encounters and the potential need to anchor the new Academic Building to bedrock for structural support, are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to identify the locations and depths to any bedrock within the area proposed for construction.

Surface

Soil Erosion and Runoff

Potential Impacts

The majority of the soil to be disturbed is urban in nature and likely consists of imported fill. Load bearing capacities for these soils are currently unknown and subsequent site investigations will be necessary in the form of geo-technical evaluations during implementation of Alternative 1 to fully determine soil type and any potential development constraints.

Due to the fact that the proposed area for disturbance under Alternative 1 is currently occupied by a building and is impervious, there will essentially be no increases in impervious surfaces, and as a result, minimal increases in storm water runoff. During construction, soil erosion and

runoff may result. Any soil erosion and additional storm water runoff may have impacts on the City's wastewater system. The ECC City Campus is currently serviced by a combined sewer system. In addition, there is the potential of soil and dust particles becoming stirred during construction, which may affect surrounding areas of downtown.

Mitigation

To mitigate impacts of soil and dust particles being stirred and impacting surrounding uses, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site.

To mitigate potential impacts from soil erosion and increased storm water runoff during and after construction, a Storm Water Pollution Prevention Plan will be developed in accordance with the NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activities (GP-02-01). Through the preparation and implementation of this plan, impacts resulting from erosion, sedimentation, and storm water runoff during construction will be mitigated. This plan will include temporary measures for mitigation of erosion and sediment control during construction, including the use of silt fence, straw bale dikes, sediment traps, and other techniques, as deemed appropriate. The plan may also include permanent measures such as lined channels, rock outlet protection, storm sewers, and detention basins. The plan will also employ techniques to reduce the pollutant load in storm water runoff from developed areas. These techniques may include filter strips, water quality inlets, infiltration, or detention, as appropriate. Also, best management practices will be employed throughout the implementation of Alternative 1 at the City Campus to protect against soil erosion and storm water runoff impacts.

Furthermore, the SWPPP will be in compliance with the City of Buffalo's current and future storm water pollution regulations as revised under the new Phase II regulations.

Significance of Impacts

As a result of these provisions and mitigation measures, and the fact that the site proposed for development is currently impervious and previously disturbed by development, any impacts related to soil erosion and/or runoff are expected to be minimal.

5.1.2.3.2 Water Resources

Potential Impact

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 1. See *DGEIS Section 5.1.2.3.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants.

Storm Water

Under Alternative 1, there is essentially no proposed increase in impervious surfaces, as the proposed development will take place on a site currently occupied by a structure slated for demolition. However, there is the potential for soil erosion and increased storm water runoff during construction. Potential soil runoff and storm water may impact the City's storm/sewer system.

Surface Water

There are no surface water features on the City Campus or in the area proposed for development. Impacts to surrounding surface waters such as Lake Erie and the Buffalo River may occur as a result of construction operations from soil erosion and storm water runoff, if proper mitigation measures and best management practices are not followed.

Floodplain

No designated floodplains exist on or near the City Campus or in the area proposed for development. Therefore, no impacts on designated floodplains are anticipated under the implementation of Alternative 1.

Mitigation

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 1. See *DGEIS Section 5.1.2. 3.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants and proposed mitigation measures.

Storm Water Runoff, Surface Water, and Floodplains

Refer to *DGEIS Section 5.1.2.3.1 Geology* for a discussion on the proposed SWPPP and related mitigation measures to handle any potential impacts on surface water resources and designated floodplains as a result of soil erosion and increased storm water runoff.

Significance of Impacts

As a result of the provisions and proposed mitigation described above in DGEIS Section 5.1.2.3.1 Geology, along with the institution of best management practices during construction, impacts associated with storm water and soil erosion on nearby surface waters and designated floodplains are expected to be minimal, if not non-existent. Close coordination with the City of Buffalo and NYSDEC will be made during the preparation of the SWPPP.

5.1.2.3.3 Terrestrial and Aquatic Ecology

Vegetation

Potential Impacts

No vegetation is proposed to be impacted during the implementation of Alternative 1, since no significant vegetation exists on the City Campus and in the area proposed for development. The implementation of Alternative 1 will conversely result in a positive impact on vegetation, as numerous street trees and other ornamental plantings are proposed in and around the City Campus.

Significance of Impacts

As no significant amounts of vegetation exist in and around the current City Campus and due to the fact that Alternative 1 calls for the planting of numerous street trees and ornamental plantings, Alternative 1 will have a positive impact on vegetation in and around the City Campus. Therefore, no mitigation is necessary.

Terrestrial Resources

Potential Impacts

The City Campus currently possesses small terrestrial species common to dense urban areas. Because a minimal amount of vegetated areas currently exist, and numerous plantings are proposed throughout the Campus, impacts on terrestrial species are considered minimal. In fact, there may be an increase in the number of typical terrestrial species such as birds at the completion of construction, a positive impact.

Significance of Impacts

Due to the fact that Alternative 1 will result in the addition of numerous trees and ornamental plantings in and around the City Campus, there is likely to be additional habitats for bird species at the completion of construction, a positive impact. Therefore, no mitigation is necessary.

Aquatic Species

Potential Impacts

No surface water resources exist on the City Campus or in the area proposed for construction. There are, however, surface water resources present in the general vicinity of the Campus, such as the Buffalo River and Lake Erie. Aquatic species present in these resources could be adversely impacted by soil erosion and storm water runoff during the construction of Alternative 1 at the City Campus.

Mitigation

Refer to *DGEIS Section 5.1.2.3.1 Geology* for a description of the proposed SWPPP and associated mitigation measures for minimizing or alleviating impacts to aquatic species from the implementation of Alternative 1 at the City Campus.

Significance of Impacts

As a result of the above provisions and proposed erosion control measures discussed in DGEIS Section 5.1.2.3.1 Geology, combined with the distance of the off-campus surface water resources and the implementation of best management practices during construction, any potential impacts to aquatic species from the implementation of Alternative 1 are expected to be minimal, if not non-existent.

Significant, Endangered, or Protected Species and Habitats

Potential Impacts

Pursuant to a letter dated July 3, 2003, from the NYSDEC New York Natural Heritage Program, there are no records of known occurrences of rare or State-listed animals and plants, significant natural communities, or significant habitats, on or in the immediate vicinity of the City Campus (*DGEIS Appendix B Correspondences – Betty A. Ketcham, Information Services, NY Natural Heritage Program, 7-3-03*). Therefore, no impacts on said species are anticipated.

Critical Environmental Areas

Potential Impacts

There are no Critical Environmental Areas (CEAs) on or near the City Campus; therefore, no impacts to CEAs are anticipated as a result of the implementation of Alternative 1.

5.1.2.3.4 Parking

Potential Impacts

Three hundred parking spaces are currently being provided by ECC directly for students at the City Campus. ECC does not provide paid parking spaces for faculty and staff. The number of paid parking spaces provided by ECC is approximately 700 short of the necessary demand of 1,000 spaces for students, as well as faculty and staff, based on average community college parking standards. It should be noted that additional parking spaces exist around the City Campus. However, students, faculty, and staff must pay for these additional parking spaces.

Under full build-out of Alternative 1, parking demand is expected to stay relatively constant as the total number of students is projected to increase by 124. Because a deficiency currently exists on the City Campus, the implementation of Alternative 1 will not result in any significant impacts to parking beyond what already exists. However, provisions to meet the existing parking demand should be considered.

Mitigation

Under Alternative 1, provisions of additional parking spaces could include additional contract leases of adjacent parking facilities.

Significance of Impacts

Due to the fact that a parking deficiency currently exists, and the projected parking demand will not substantially increase through the year 2015 under Alternative 1, no significant impacts on parking will result from the implementation of Alternative 1. However, provisions for dealing with the existing parking deficiencies should be considered.

5.1.2.3.5 Land Use, Community Character, and Zoning

Land Use and Community Character

Potential Impacts

Alternative 1 will likely have a positive impact on the surrounding land use because an under-utilized building is proposed for replacement by the new educational facility. Furthermore, the planting of numerous street trees and ornamental plantings in and around the City Campus will

also have positive implications on the surrounding land uses, the community character of the downtown area, and adjoining and nearby neighborhoods.

Conversely, continuing with the three-campus configuration will aid in current trend of outward migration and suburbanization which has plagued the City of Buffalo for the last quarter century and more. As discussed above for the North Campus, and below for the South Campus, Alternative 1 will not solely be responsible for continued suburbanization of the County, but when combined with the prevailing development trends, adverse cumulative impacts associated with suburbanization, sprawl and outward migration from the City will continue. Refer to *DGEIS Section 5.1.2.6 Cumulative Impact Analysis* for additional information on this potential impact.

Significance of Impacts

Alternative 1 will result in positive impacts on the surrounding land uses and community character through the construction of a new Academic Building in place of an under-utilized building, and the aesthetic enhancement of this portion of downtown Buffalo through the planting of numerous street trees and ornamental plantings.

Noise

The City of Buffalo regulates noise pollution through §293 of the City's Code. Currently, the main source of noise around the City Campus originates from automobile traffic on City streets and I-190 to the south. Located in an urban setting, the City Campus experiences sounds typically prevalent in downtown areas.

Potential Impacts

The site proposed for development of the new Academic Building at the City Campus is currently occupied by a building and is impervious; use of a pneumatic hammer may be necessary. Also, depending upon the final type of building to be constructed and the number of stories, it might be necessary to drive piles into bedrock for structural stability. In which case, blasting may be necessary. The driving of piles to anchor the building, the use of a pneumatic hammer, and any blasting may result in noise impacts and disturbances to surrounding uses. However, the existing sources of noise surrounding the Campus such as the vehicle traffic and additional urban noise sources will act to drown out some construction-related noise, thus minimizing the potential impacts of noise during construction phases.

The projected increase in students through the year 2015 will not significantly increase the number of automobile trips and related noise. Any additional noise associated with the increase in students and vehicle trips will likely blend with the existing noise and have minimal, if any, adverse impacts on surrounding uses.

Mitigation

All blasting, the use of pneumatic hammers, and the driving of piles for structural support, if necessary, will be undertaken during daytime hours and, if possible, between college sessions. ECC will, to the maximum extent practicable, fully comply with the City of Buffalo noise ordinance.

Significance of Impacts

With the above mitigation and provisions, and intent to comply with the City's noise ordinance, significant adverse impacts related to blasting and/or the use of pneumatic hammers are not anticipated.

Lighting

Currently, the City does not directly regulate lighting impacts through an ordinance. The main source of ambient light in and around the City Campus can be attributed to street lights and lighting from buildings and automobiles. Ambient light in Buffalo is generally visible throughout the metropolitan region. The City Campus is not a significant contributor to ambient light in the region.

Potential Impacts

Under Alternative 1, one new Academic Building is proposed which will add to the ambient light in the downtown area. However, this new building by itself will not significantly contribute to the existing ambient light in the metropolitan region, or result in a noticeable increase on a level that would be considered significant.

Mitigation

The best available lighting technology will be employed to mitigate potential lighting impacts to the maximum extent practicable. Examples of potential mitigation measures may include, but without limitation, the use of cut-off light fixtures or equivalent lighting under opaque canopies; the use of timers, dimmers, and/or sensors to reduce overall energy consumption and eliminate unneeded lighting; the lighting of only areas and objects for safety considerations; and the shielding of perimeter lighting so that no one off the property can see the bulb, lens, or reflector, or any lighting fixture on the premises.

Significance of Impacts

As a result of the proposed mitigation and provisions and the existing ambient sources of light currently prevalent around the City Campus, lighting impacts related to the implementation of Alternative 1 at the City Campus are not anticipated to be significant.

Consistency with the City's Draft Comprehensive Plan

The Buffalo Comprehensive Plan (Draft dated June 26, 2003) contains two development priorities: Fix the Basics and Build on Assets.

Fix the Basics:

The City of Buffalo has identified three Policies with respect to Fixing the Basics. They are maintaining the City's existing infrastructure, delivering quality municipal services, and restoring the Ellicott and Olmstead systems and the waterfront. To fix the basics, the citizens of Buffalo expressed four priorities: Protect Property Values, Ensure Public Safety, Promote Job Creation and Employment, and Provide Quality and Choice in Education.

Build on Assets:

The City of Buffalo has identified four Policies with respect to Building on Assets. They are transforming the economy, building schools, implementing community preservation plans, and rebuilding neighborhoods.

Potential Impacts

With respect to Alternative 1, the ECC Campus Master Plan complements both development priorities. The ECC Campus Master Plan will help maintain the existing infrastructure through reinvesting in the Downtown Campus buildings, pedestrian ways, and urban amenities. The While the City Campus improvement component of Alternative 1 does not provide significant improvements to the Buffalo downtown, is not inconsistent with the Plan's policies and recommendations. The three-campus structure of Alternative 1 does however, promotes and supports continued outward migration and suburbanization of the rural areas of the County and when combined with other suburban oriented and focused development, it may result in additional adverse impacts, as discussed in *DGEIS Section 5.2.1.6*.

Significance of Impacts

Alternative 1 complements both development priorities of and is consistent with the City's Draft Comprehensive Plan, dated June 26, 2003.

Zoning

ECC is exempt from compliance with local zoning. However, all attempts will be made to comply with existing and future local land use regulations.

5.1.2.3.6 Community Services

Water

According to the City of Buffalo's June 26, 2003 Comprehensive Plan, sufficient capacity currently exists to accommodate current and future water demands.

Potential Impacts

Alternative 1 will result in the construction of a 60,225 gross square feet new Academic Building, with a projected increase of approximately 124 students resulting in a total student population of around 2,703 by 2015. Based on the NYSDEC Division of Water publication "Design Standards for Waste Water Treatment Works" (1988), the City Campus has a current water demand of 26,800 GPD. It should be noted that these estimates are assuming that these students are present throughout the day at the City Campus. In reality, the water demand is lower due to the fact that each student generally does not occupy the Campus throughout the day, and that there is a mix of full- and part-time students.

Under Alternative 1, the projected 124-student increase is estimated to result in a total increase in water demand of approximately 1,240 GPD, resulting in a total water demand of around 28,000 GPD. Note that this projected increase will occur over a 13-year time period and result in an annual increase in water demand of roughly 100 GPD.

The proposed construction of the new Academic Building will add to the demand for adequate fire flow protections. Due to the fact that the proposed design of the Academic Building is preliminary at best, accurate needed fire flow (NFF) calculations will need to be performed and coordination made with the City of Buffalo Fire Department to ensure adequate pressures exist for the Campus, once final designs are developed.

Significance of Impacts

Due to the fact that adequate water supply currently exists in the City of Buffalo, and that under Alternative 1, the City Campus will see only minor annual increases in students (approximately 10 per year) through 2015, impacts associated with increased demands on municipal water supplies are not anticipated.

It is recommended that final evaluations of water demand be performed during the final design stages of each component of Alternative 1 at the City Campus to ensure adequate capacity.

It is further recommended that individual NFF Calculations be performed for the proposed Academic Building after final plans are developed to ensure adequate water pressure exists for the Campus.

Sewer

According to the City of Buffalo, the municipal system has a capacity sufficient to serve a population of 650,000 people, approximately twice the current population of Buffalo.

Potential Impacts

Utilizing the NYSDEC Division of Water publication “Design Standards for Waste Water Treatment Works” (1988), the City Campus has a current sanitary sewer discharge level of approximately 26,800 GPD. The projected increase in discharge is estimated at 1,240 GPD, resulting in a total load of 28,000 GPD. This translates into a insignificant annual load increase of approximately 100 GPD through the year 2015.

Significance of Impacts

Due to the fact that the City of Buffalo has the current capacity to treat wastewater for twice the current City population, and the fact that the implementation of Alternative 1 at the City Campus will only increase the load on the City’s treatment facilities by approximately 100 GPD annually through the year 2015, impacts on the City’s ability to effectively treat wastewater under full build-out of Alternative 1 will not be significant.

Campus Heating Systems

Potential Impacts

Heat for the proposed Academic Building will be generated on-site. Due to the fact that the proposed Academic Building will be combined with the proposed Public Safety Building, the total heat output from the new building is currently unknown at this time. It is unlikely, however, that the required heat output would exceed the maximum heat output threshold, triggering the need for a Title V Permit from the NYSDEC. Furthermore, increases in emission from the implementation of Alternative 1 are expected to be minimal and in full compliance with NYSDEC and federally mandated standards. It is anticipated that no impacts to the local air quality will result from the construction of the new Academic Building. It should be noted, however, that Erie County is currently in non-attainment status for Ozone.

Significance of Impacts

Due to the proposed size of the new Academic Building, no significant impacts from the emissions of a heating plant for the proposed building are anticipated. However, coordination with the construction of the Public Safety Building is necessary to determine the total heat output from the heating system, and to determine the need for a Title V Permit from the NYSDEC.

Electrical Power, Natural Gas, and Telecommunications

Potential Impacts

Electricity and gas utilities to the Campus are currently provided by Niagara Mohawk, a National Grid Company. Telephone services are currently provided by Bell Atlantic. It is anticipated that these private utilities have adequate capacity to serve under Alternative 1. Due to the preliminary nature of this proposal subsequent environmental reviews will be necessary to evaluate energy capacity. There is also sufficient capacity in the region's fiber optic network.

Significance of Impacts

Provided adequate energy capacities exist, and due to the fact that sufficient capacity in the region's fiber optic network exists, no significant impacts on the ability of the City Campus to receive these services are anticipated.

Emergency and Protective Services

Police Protection

Potential Impact

The new Academic Building is proposed to be combined with the proposed Public Safety Building, which will house both the City of Buffalo and Erie County Sheriff's Departments. It is estimated that approximately 230 public safety employees will be present in and around the new Academic Building while classes are in session. Also, the new Academic Building will be constructed with the latest safety and security technology. Any increase in the need for police services associated with the new Academic Building will be minimal.

Significance of Impacts

Due to the construction of the Public Safety Building and the presence of approximately 230 Public Safety Employees, and the safety and security technology components to the new Academic Building, significant adverse impacts on the ability for the City of Buffalo Police Department to provide protective services to the City Campus under Alternative 1 are not anticipated.

Fire Protection and EMS

Potential Impact

Construction materials used on-site will be selected to minimize fire hazards. All new buildings will be constructed with appropriate fire ratings. As previously mentioned, the new Academic Building will be combined with the proposed Public Safety Building which will house both the

City Police and the County Sheriff's department. The building will be the headquarters for the City Fire Department and Erie County Emergency Services. No concerns for adequate fire protection for the proposed Academic Building are anticipated. Coordination with the City's departments is being made to confirm their ability to provide the necessary protection services. The results will be provide as an addendum to the DGEIS or if deemed necessary, incorporated into the FGEIS.

Significance of Impacts

With the utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, and provided the ability of the City Fire Department and Emergency Services Department can provide the necessary services, no adverse impacts are anticipated.

Waste Management

Potential Impact

Under Alternative 1, an increase in solid waste is anticipated; however, the increase will not be significant, as the City Campus is only expected to see a minimal increase of 105 students through 2015, peaking at 127 students in 2008. Therefore, it is anticipated that sufficient capacity exists to treat the additional solid waste generated.

Significance of Impacts

Due to the fact that the projected increase in students will be minimal when compared to the existing student population and the length of time the increase is projected over, significant adverse impacts related to proper waste disposal is not anticipated.

5.1.2.3.7 Historic and Archaeological Resources

Potential Impacts

A Phase 1A Archeological Investigation was performed for the City Campus (*DGEIS Appendix C*). Based on the results of the study, no significant impacts are anticipated. However, it is recommended that a Phase IB Survey be conducted to ensure no adverse impacts on significant resources occur.

Significance of Impacts

As a result of a Phase 1A Archeological Investigation, no significant adverse impacts on on-site cultural, historical, or archeological resources are anticipated under the implementation of Alternative 1, and, therefore, no mitigation is required at this time. However, it is recommended

that a Phase 1B Investigation be performed in the areas of planned disturbance at the City Campus at the time of project implementation.

5.1.2.3.8 Public Health – Hazardous Materials

5.1.2.3.8.1 Facilities – Proposed Academic Building

No specific database information appears available for the proposed location of the new Academic Building. Historic data indicates that equipment repair was performed on portions of this block. Nominal remediation or abatement costs (\$100,000) are anticipated for this location. The order of magnitude costs provided are based on professional judgment relative to an approximate range of potential costs for petroleum or other hazardous materials remediation that might be anticipated. This cost is combined with an order of magnitude estimate of potential asbestos abatement of a facility based on existing information, age, professional judgment, and previous experience.

5.1.2.4 South Campus

5.1.2.4.1 Geology

Subsurface

Potential Impact

According to preliminary analysis, any proposed construction is not anticipated to encounter bedrock. It may therefore be necessary in some locations to employ limited blasting and/or the use of a pneumatic hammer during construction. This may result in disturbances to students, faculty, and staff at the South Campus and nearby residences and uses.

Mitigation

All blasting and use of the pneumatic hammer, if necessary, will be undertaken during daytime hours, and if possible, between College sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will take all precautions in an attempt to comply with the Noise Ordinances of both Towns during construction.

Significance of Impacts

As a result of the above proposed provisions and mitigation, impacts associated with bedrock encounters are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to identify the locations and depths to any bedrock within areas proposed for construction.

Surface

Soils

Potential Impacts

The soils on the South Campus often have a wet state high in profile and a layer of low hydraulic conductivity, resulting in poor drainage characteristics and a shallow depth in the mean high water table of approximately one to three feet. While these soil characteristics may present some challenges during construction, impacts are anticipated to be minimal, provided proper construction techniques are employed.

Mitigation

Specific construction and pre-development site preparation techniques may be required to ensure the stability of proposed buildings, driveways, and parking areas.

Significance of Impacts

Based on the preliminary soils analysis, impacts associated with soil conditions are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to verify the existing soil conditions within areas proposed for construction.

Soil Erosion and Runoff

Potential Impacts

Alternative 1 will require the removal of existing vegetation, and an increase in impervious areas from 40 to 49 acres. This may result in soil and dust particles becoming stirred during construction and may affect surrounding uses and other areas of the Campus. In addition, there will be the potential for soil erosion during construction, and a likely increase in the amount of storm water to be treated on-site or by the municipal system. Currently, storm water from the South Campus partially drains into the municipal system and partially into an open grassy area. No problems with the South Campus storm water system were identified during site visits in the spring of 2003. However, improvements to the system will likely be necessary to accommodate the proposed increase in impervious areas.

Mitigation

To mitigate these impacts, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site. Furthermore, a Storm Water Pollution Prevention Plan (SWPPP) will be developed in accordance with the NYSDEC SPDES General

Permit for Storm Water Discharges from Construction Activities (GP-02-01). Through the preparation and implementation of this Plan, impacts resulting from erosion, sedimentation, and storm water runoff during construction will be mitigated. This plan will include temporary measures for mitigation of erosion and sediment control during construction, including the use of silt fence, straw bale dikes, sediment traps, and other techniques, as deemed appropriate. The Plan may also include permanent measures such as lined channels, rock outlet protection, storm sewers, and detention basins. The Plan will also employ techniques to reduce the pollutant load in storm water runoff from developed areas. These techniques may include filter strips, water quality inlets, infiltration, or detention, as appropriate. Also, best management practices will be employed throughout the implementation of Alternative 1 at the South Campus to protect against soil erosion and storm water runoff impacts.

Furthermore, the SWPPP will, to the fullest extent practicable, be in compliance with the Town of Hamburg's and the Town of Orchard Park's storm water pollution regulations. Both communities will be bringing their regulations into compliance with the new USEPA and NYSDEC Phase II Storm Water Regulations over the next few years. The implementation of Alternative 1 at the South Campus, if chosen, would, to the fullest extent practicable, comply with the revised storm water regulations.

Significance of Impacts

As a result of these provisions and mitigation measures, and the generally level character of the Campus, any impacts related to soil erosion and/or runoff are expected to be minimal.

5.1.2.4.2 Water Resources

Potential Impacts

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 1. See *DGEIS Section 5.1.2.4.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants.

Storm Water

Under Alternative 1, impervious areas are proposed to increase from 40 to 49 acres. A significant portion of new development is proposed to take place over existing parking lots; thus, the total amount of new impervious areas will be minimized.

Surface Water

There are no surface water features on the South Campus. Impacts to surrounding surface waters may occur as a result of construction operations. Refer to *DGEIS Section 5.1.2.4.1* above for a discussion on storm water impact mitigation. There are, however, several small drainage channels south of the Campus and a small water body with associated wetlands also located south of the Campus. Rush Creek flows south of U.S. Route 20 and Big Tree Road and ultimately empties into Lake Erie. Minor impacts on these surface waters may occur through soil erosion and storm water runoff during and after construction.

Floodplains

No designated floodplains exist on the South Campus. Due to the provisions and mitigation measures proposed above in *DGEIS Section 5.1.2.4.1 Geology*, impacts to surrounding floodplains under the implementation of Alternative 1 are not anticipated.

As a result of the provisions and proposed mitigation described above in *DGEIS Section 5.1.2.4.1 Geology*, impacts associated with storm water are expected to be minimal. Close coordination with the Town of Amherst and NYSDEC will be made during the preparation of the Storm Water Pollution Prevention Plan.

Mitigation

No impacts to groundwater quality are anticipated under the implementation of Alternative 1. See *DGEIS Section 5.1.2.4.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants and proposed mitigation measures.

Storm Water Runoff, Surface Water, and Floodplains

While no surface water features or designated floodplains exist on the South Campus, impacts to surrounding surface waters, such as Rush Creek and associated tributaries and wetlands, may result from soil erosion and storm water runoff during construction operations. In addition, the implementation of Alternative 1 will likely increase the amount of storm water runoff to be treated on-site or by the municipal system. Refer to *DGEIS Section 5.1.2.4.1 Geology* for a discussion on the proposed SWPPP and mitigation measures to handle any potential impacts associated with storm water runoff, surface water resources, and designated floodplains as a result of soil erosion and an increase in storm water runoff.

Significance of Impacts

As a result of the provisions and proposed mitigation described above in DGEIS Section 5.1.2.4.1 Geology, impacts associated with an increase in storm water runoff and on surface

water resources and designated floodplains are expected to be minimal, if not non-existent. Close coordination with Orchard Park, Hamburg, and NYSDEC will be made during the preparation of the proposed Storm Water Pollution Prevention Plan.

5.1.2.4.3 Terrestrial and Aquatic Ecology

Vegetation

Potential Impacts

The majority of new construction is proposed to take place on pre-existing impervious areas, and will therefore result in minimal loss of vegetation. The loss of vegetation, although minimal, may result in soil erosion and increased storm water runoff.

Mitigation

To mitigate against the loss of vegetation, all disturbed areas will be re-vegetated as appropriate. All cleared areas that will not be built on will be re-vegetated and landscaped. Re-vegetation, whether ornamental plantings or lawned areas, will deter increased storm water flows generated during construction.

In addition, Alternative 1 proposes additional plantings throughout the Campus, especially along the periphery. This will provide an overall net increase in the amount of vegetation and serve to screen or soften views from off-campus. Revegetation, whether ornamental plantings or lawned areas, will deter increased storm water flows generated during construction.

Refer to *DGEIS Section 5.1.2.4.1 Geology* for a description of the proposed SWPPP and mitigation measures against possible impacts from soil erosion and increased storm water runoff from the implementation of Alternative 1.

Significance of Impacts

As a result of these provisions, other mitigation measures, and the generally level character of the Campus, the impact from the permanent or temporary loss of vegetation is expected to be minimal. The proposed increase in vegetation throughout the Campus will result in a positive impact by screening or softening views of the Campus from the surrounding areas.

Terrestrial Resources

Potential Impacts

The South Campus currently possesses small terrestrial species common to suburban areas. There may be temporary impacts to existing terrestrial species associated with the construction of Alternative 1. However, because a minimal amount of vegetated areas will be disturbed, and

numerous plantings are proposed throughout the Campus, impacts on terrestrial species are considered minimal, and in fact, there may be an increase in the number of typical terrestrial species at the completion of construction.

Significance of Impacts

The impact on terrestrial species from the implementation of Alternative 1 due to the permanent loss of vegetation is expected to be temporary and minimal. The proposed increase in vegetation throughout the Campus will ultimately result in additional area for terrestrial species typical in suburban areas, a positive impact for terrestrial species.

Aquatic Species

Potential Impacts

No surface water resources exist on the South Campus. Surface water features do exist in the general vicinity of the Campus, however. The implementation of Alternative 1 may result in soil erosion and increased storm water runoff, which may result in impacts to aquatic species in the nearby surface waters.

Mitigation

Refer to *DGEIS Section 5.1.2.4.1 Geology* for a description of the proposed SWPPP and mitigation measures against possible impacts from soil erosion and increased storm water runoff from the implementation of Alternative 1.

Significance of Impacts

As a result of the proposed erosion control measures discussed above in DGEIS Section 5.1.2.4.1 Geology, any potential impacts to aquatic resources off-campus, based on the distance to off-campus surface water resources, are expected to be minimal, if not non-existent.

Significant, Endangered, or Protected Species and Habitats

Potential Impacts

Pursuant to a letter dated July 3, 2003, from the NYSDEC New York Natural Heritage Program, there are no records of known occurrences of rare or State-listed animals and plants, significant natural communities, or significant habitats, on or in the immediate vicinity of the South Campus (*DGEIS Appendix B Correspondences – Betty A. Ketcham, Information Services, NY Natural Heritage Program, 7-3-03*). Therefore, no impacts on said species are anticipated.

Critical Environmental Areas

Potential Impacts

There are no Critical Environmental Areas (CEAs) on or near the South Campus, and therefore, no impacts to CEAs are anticipated as a result of the implementation of Alternative 1.

5.1.2.4.4 Parking

Potential Impacts

South Campus currently provides ample parking. Proposed facility additions should not substantially affect parking facilities. Parking should continue to be adequate should Alternative 1 be advanced. Therefore, no impacts are anticipated.

Significance of Impacts

Due to the fact that Alternative 1 will not result in parking demands exceeding the future capacity of the South Campus, and combined with the fact that disturbances to parking lots during construction will be minimal, significant impacts to parking during the implementation of Alternative 1 and at full build-out are not anticipated.

5.1.2.4.5 Land Use, Community Character, and Zoning

Zoning

Potential Impacts

There will not be a change in use on the South Campus under Alternative 1. The current zoning of the South Campus is R-1 Residential in Orchard Park and R-3 Residential in Hamburg. ECC is exempt from compliance with local zoning; however, all attempts will be made to comply with existing and future local land use regulations.

Significance of Impacts

Due to ECC's exemption from local zoning, there will be no impacts on zoning under Alternative 1.

Land Use and Community Character

The South Campus is currently surrounded by a dense mix of commercial, recreational and residential uses, and is bordered on all sides with heavily traveled corridors. The areas surrounding the South Campus are characteristic of most dense suburban communities with a mix of uses, low profile buildings, and automobile dependent destinations.

Potential Impacts

While construction and enhancement of additional buildings is proposed throughout the Campus, there will not be a change in land use under Alternative 1. However, the three-campus structure currently in place supports the continuing trend of suburbanization, which leads to traffic congestion and increases in commuting times. In isolation, maintaining the three-campus structure will not have a significant adverse impact on the community with respect to continued suburbanization, but in aggregate, when combined with all of the new development that promotes continued sprawl, Alternative 1 may contribute to a cumulative impact of increasing suburban density, transportation-dependent development, and the host of issues that are attached to this type of development trend. Refer to *DGEIS Section 5.1.2.6 Cumulative Impact Analysis* for additional discussion on this potential impact.

Significance of Impacts

The continued promotion of suburban-style and automobile dependent development under Alternative 1, by itself is not anticipated to result in significant adverse impacts, however, when combined with additional similar styles of suburban development, cumulative impacts may result (refer to DGEIS Section 5.1.2.6 Cumulative Impact Analysis for additional information on this potential impact).

Noise, Dust, and Lighting

Potential Impacts

Under Alternative 1, additional buildings will be constructed. The one with the most potential of having adverse impacts is the Vehicle Technology Training Center (VTTC). The VTTC is currently located along Big Tree Road east of the Campus, and is proposed to be re-located to the center of the Campus. Refer to *Figure 5.1.1-3* for additional information on their proposed locations. The new location of the VTTC is approximately 400 feet from nearby single-family residences. The VTTC will likely store vehicles outside.

Impacts to residences and other nearby and adjoining uses may occur in the form of noise and dust during construction, and in the form of noise as a result of the operations of the VTTC. Rooftop equipment on the VTTC may also result in noise impacts. Existing sources of ambient noise include automobile traffic and noise generated from sporting events. Currently, both sets of residences front busy collector roads that experience significant daily traffic volumes. Automobile traffic is an existing source of ambient noise in the area surrounding the Campus. Sporting events on-campus and at Ralph Wilson Stadium are also existing sources of ambient noise in the area.

Visual, aesthetic, and lighting impacts on adjoining residences may also occur from additional outdoor lighting and outdoor storage of vehicles.

Construction associated with Alternative 1 may also impact students during College sessions.

Mitigation

To mitigate potential impacts during construction, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site.

All construction will take place during normal daytime hours of 7:00 AM to 5:00 PM, Monday through Friday, will be temporary in nature, and will employ best management practices to limit noise and dust generation. Additionally, extra care will be taken to limit the disturbance to students from construction activities.

The VTTC will be sited the maximum practical distance away and will be fully screened from the adjoining residences. In addition, all vehicles will be stored on the opposite side of the building and will be fully screened on all sides by attractive fencing and plantings. All rooftop equipment associated with the VTTC shall be located the farthest distance possible from the residences to mitigate any potential noise impacts. Also, work at the VTTC will only occur during daytime hours. The Town of Hamburg Noise Ordinance will be fully complied with.

All new lighting fixtures will be hooded and angled so as not to result in off-site lighting impacts.

Significance of Impacts

As a result of the above-mentioned provisions and mitigation measures, potential impacts on adjoining residences and other adjoining and nearby uses from the proposed relocation of the VTTC will be minimal.

5.1.2.4.6 Community Services

Water

The South Campus has public water service provided by the Erie County Water Authority. Management of the public water supply occurs through local water districts. The Town of Hamburg identified adequate supply through the year 2010 in its Comprehensive Plan. Orchard Park has recently completed a comprehensive study of the public water system. A comprehensive water system improvement project was a primary recommendation in the study. The improvement project would increase fire protection in addition to improving pressures and efficiency.

Potential Impacts

Under Alternative 1, the South Campus will see an additional 56,500± gross square feet of instructional, departmental, and support space, along with several interior space reallocation

projects to existing buildings. The proposed projects include the relocation of the VTTC from the Big Tree Road location to the main Campus; the relocation of the Technology Programs from the North Campus; the construction of a new Child Care Center; and a Library expansion. Several additional improvements and renovations are also proposed.

At full build-out, the South Campus is projected to house approximately 3,400 total students, an increase of over 160 students from current enrollment figures. The current water demand for the South Campus is approximately 33,000 GPD. The projected increase in additional students will result in a total increase in water demand of approximately 1,600 GPD. Note that this projected increase will occur over a 13-year time period and would result in a minimal annual increase in water demand of roughly 123 GPD.

The proposed construction and additions will add to the demand for adequate fire flow protections. Due to the fact that the proposed improvements are preliminary at best, accurate NFF calculations will need to be performed and coordination made with the Towns of Hamburg and Orchard Park to ensure adequate pressures exist for the South Campus, once final designs are developed.

Significance of Impacts

Due to the fact that adequate water supply and pressure currently exists for the South Campus, and that under Alternative 1, the South Campus will see only minor annual increases in students through 2015, impacts associated with increased demands on municipal water supplies are not anticipated.

It is recommended that final evaluations of water demand be performed during the final design stages of each component of Alternative 1 at the South Campus to ensure adequate capacity. It is further recommended that individual NFF calculations be performed for each building after final plans for the proposed improvements are developed to ensure adequate water pressure exists for the Campus.

Sanitary Sewer

Public sanitary sewer consists of a network of collections and treatment plants. The South Campus is served by the Erie County Sewer District (ECSD) #3 in both the Town of Hamburg and the Town of Orchard Park. The Erie County/Southern Sewage Treatment Agency is an independent agency that owns, manages, and operates the sewer system.

Potential Impacts

Alternative 1 will likely add to the demand for sanitary sewer service. Due to the fact that the proposed improvements are preliminary at best, accurate calculations for demand and capacity will need to be performed. Coordination with the Towns of Hamburg and Orchard Park to

ensure adequate sewer service exists for the South Campus is essential, once final designs are developed.

Significance of Impacts

Adequate sewer facilities currently exist for the South Campus, and under Alternative 1, the South Campus will see only minor annual increases in students through 2015. Significant impacts associated with increased demands on the sanitary sewer system are not anticipated.

It is recommended that final evaluations of the demand on the existing system be performed during the final design stages of each component of Alternative 1 at the South Campus to ensure adequate capacity.

Campus Heating and Cooling System

A central boiler plant located in the Facilities Building heats all buildings on the South Campus. Hot water is distributed throughout the Campus via a two-pipe changeover system with piping run within an underground pipe tunnel from Building 7 to Building 5. Piping is then run in the ceiling space of each building to a pump room where it is distributed to terminal units within that building.

All buildings on the Campus are air conditioned by a central chiller plant located in Building 7. Chilled water is distributed throughout the Campus via the two-pipe changeover system described above.

Potential Impacts

Alternative 1 proposes the construction of an additional 56,500+/- gross square feet of educational facilities as well as other projects. Proposed projects include the relocation of the VTTC from the Big Tree Road location to the main Campus; the relocation of the Technology Programs from the North Campus; the construction of a new Child Care Center; and a Library expansion. Each of these new facilities will require proper heating and cooling. In the full build-out stage, Alternative 1 will have impacts on the current system unless continuous improvements are made during the 13-year planning horizon.

Significance of Impacts

Under Alternative 1, the impacts on the heating and cooling system are expected to be minimal, provided that continuous maintenance and upkeep of the current system take place. Future upgrades to the system may be necessary.

Electrical Power, Natural Gas, and Telecommunications

Electricity is provided to the South Campus by Niagara Mohawk, a National Grid Company. Most of the building power distribution panels are filled to capacity and have little or no room to

add any new circuit breakers. The incoming 34.5kV service comes into the main switchgear located in the Facilities Building. There is an existing gas well located west of parking Lot A.

Potential Impacts

Sufficient power supplies would not likely be sustained under Alternative 1 due to the current maximum capacity of the overall power grid.

Mitigation

It will be necessary to upgrade the on-campus electric system to accommodate the proposed additions and renovations at the South Campus.

Significance of Impacts

Provided the South Campus electric system is upgraded during the implementation of Alternative 1, and the power providers (such as Niagara Mohawk) can meet future demands, no significant impacts on the ability of the South Campus to receive these services are anticipated.

Emergency and Protective Services

Police Protection

Police protection in the Town of Hamburg is provided by the Hamburg Police Department and by the Orchard Park Police Department in the Town of Orchard Park. The Hamburg Police Department serves over 56,000 residents in an area covering 48 square miles. Currently, Hamburg has 65 sworn officers, 20 dispatchers, and three dog control officers. In addition, four clerical staff assist in the operation of the department. The Erie County Sheriff's Department also provides police services for the South Campus region.

Potential Impacts

The increase in police protection anticipated under Alternative 1 is expected to be minimal, since the number of additional students at the South Campus by 2015 is expected to be approximately 160. The Hamburg and Orchard Park Police Departments are being contacted to determine their ability to continue providing services to the South Campus. Information from the Hamburg and Orchard Park Police Departments was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Due to the projected minimal increase in students through 2015, no significant impacts to the Hamburg or Orchard Park Police Departments' ability to provide adequate police protection services is anticipated. This will be confirmed through communications with the Hamburg and

Orchard Park Police Departments and incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Fire Protection and EMS

Fire protection for Orchard Park is provided by the Orchard Park Fire Company. Fire protection for Hamburg is provided through nine Fire Districts located throughout the Town. Those districts include Armor Volunteer, Big Tree Volunteer, Blasdell Volunteer, Hamburg, Lake Shore Volunteer, Lake View, Newton Abbott Volunteer, Scranton Volunteer, and Woodlawn Volunteer.

Emergency medical services are provided through the Emergency Management Team in the Town of Hamburg. In the Town of Orchard Park, the Orchard Park Fire Company provides emergency services.

Potential Impacts

Construction materials used on-site will be selected to minimize fire hazards. All new buildings will be constructed with appropriate fire ratings. The Town of Hamburg and the Town of Orchard Park Fire Departments and EMS are being contacted to ensure they have the capacity to provide services to the South Campus under Alternative 1. This specific information was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

With utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, along with the ability of the Hamburg and Orchard Park Fire Departments to provide sufficient fire protection, no significant impacts related to fire protection on the South Campus are anticipated under Alternative 1. With the marginal projected increase in students through 2015, no impacts on the ability of the local EMS to provide emergency services to the South Campus are anticipated. This is being verified through communications with the Fire Departments and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Waste Management

Waste management in the Town of Orchard Park is managed on a contractual basis through Natural Environmental, Inc. (NEI), a private company. NEI has been collecting garbage and recyclables in Orchard Park for approximately two years.

Potential Impacts

Under Alternative 1, an increase in solid waste is anticipated. ECC currently has a Solid Waste Permit through NYSDEC regarding the disposal of the solid waste generated on-campus. Although Alternative 1 will result in additional waste, the projected additional 160 students by 2015 will result in immeasurable increases in the local waste stream.

Coordination is being made with ECC to determine the thresholds in the current permit to determine if a new permit would be required under full build-out of the South Campus under Alternative 1. Information on the potential need of obtaining a new permit for waste disposal was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Alternative 1 is projected to result in a minimal student increase by 2015. This addition of students, both part-time and full-time, will result in immeasurable increases in the local solid waste stream, and because significant impacts related to solid waste management are not anticipated, no mitigation is therefore required at this time. Coordination is being made to determine if Alternative 1 will require the need for a new solid waste permit from NYSDEC and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Educational Facilities

The South Campus is located within two school districts, the Hamburg Central School District and the Orchard Park Central School District. However, only a small portion of the Campus is in the Hamburg Central School District. The student enrollment in Hamburg Central was approximately 9,000, and the projected 2000 enrollment was 10,323 students. The Orchard Park District serves an area of 50 square miles that includes portions of Orchard Park, West Seneca, Hamburg, Boston, Elma, and Aurora. Approximately 5,400 students are enrolled in the four elementary schools, one middle school, and one high school.

Potential Impacts

As Alternative 1 will result in minor increases in students through 2015, and a minor potential for job creation and related economic impacts, the implementation of Alternative 1 is not likely to result in adverse impacts on the Hamburg School District or the Orchard Park School District's ability to provide educational services to the community.

Significance of Impacts

Since no direct significant increases in employment and associated population in the Towns of Hamburg or Orchard Park are expected, no significant adverse impacts on either School District's ability to provide educational services to the community are anticipated under Alternative 1.

5.1.2.4.7 Historic and Archaeological Resources

A Phase 1A Archeological Investigation was performed for the South Campus (*DGEIS Appendix C*). Based on the results of the study, no significant impacts are anticipated. However, it is recommended that a Phase IB Survey be conducted to ensure no adverse impacts on significant resources occur.

5.1.2.4.8 Public Health – Hazardous Materials

Potential Impacts

This Alternative includes renovation of the Physical Education Building, Library expansion, relocation and expansion of the Auto Tech Center, construction of a Child Care Center, Maintenance expansion, Student Housing expansion, and possible expansion of the Vocational/Technical Education Program.

Past instances of leaking underground storage tanks leads to the presumption that some petroleum products may be encountered during demolition or expansion of the Campus.

There are several gasoline stations northeast and east of the Campus that have had leaks or spills in the past. It is unlikely that these sites would impact currently developed areas of the Campus. However, if development does expand to the northeast portion of the site, there is a small potential that petroleum contamination may be encountered.

Mitigation

A full Phase I and II Environmental Site Assessment is further recommended prior to construction on the South Campus in order to fully identify potential remediation needs if Alternative 1 is chosen.

Remediation will be necessary if petroleum products are encountered during the implementation of Alternative 1 on the South Campus. Also, there will likely be the need to abate asbestos from certain portions of Campus buildings prior to planned expansions. All necessary remediation will be coordinated with the NYSDEC and NYS Department of Health (NYSDOH), and in full compliance with any and all conditions and requirements those agencies may set forth.

Remediation, if necessary, will greatly improve the environmental conditions of the South Campus and result in positive benefits.

Significance of Impacts

While the actual extent of on-campus environmental conditions are not fully known at this time, based on preliminary analyses of available records and limited on-campus analyses, the potential adverse impacts related to environmental contaminants is likely minimal with proper remediation fully consistent with NYSDEC and NYSDOH conditions and requirements. In fact,

if contaminants are discovered, Alternative 1 will ultimately result in positive impacts on the environmental conditions of the South Campus, as the contaminants will likely need to be removed, a positive impact on the environmental health of the South Campus. It is recommended that a full Phase I and II Environmental Site Assessment be conducted prior to construction on the South Campus in order to fully identify potential contaminants and remediation requirements.

5.1.2.4.8.1 Preliminary Cost Estimates for Remediation

The order of magnitude costs provided are based on professional judgment relative to an approximate range of potential costs for petroleum or other hazardous materials remediation that might be anticipated. This cost is combined with an order of magnitude estimate of potential asbestos abatement of a facility based on existing information, age, professional judgment, and previous experience.

The cost for any abatement and petroleum remediation is anticipated to be on the order of \$500,000 to \$600,000.

5.1.2.5 Environmental Justice

Introduction

Pursuant to the NYSDEC Policy on Environmental Justice (CP-29 Environmental Justice and Permitting), Environmental Justice is defined as “fair treatment and meaningful involvement of all people regardless of race, color, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.” Based on the following analysis, it has been determined that City residents are placed at a disadvantage when compared to the rest of the County in accessing equal post-secondary educational services from ECC.

Socioeconomic Conditions

According to the 2000 U.S. Census and as described in greater detail in *DGEIS Section 4.1.3.2 Community Socioeconomic Profiles*, the City of Buffalo has a significantly higher percentage of minority, low-income, and disadvantaged residents when compared to the Erie County average, including the Towns of Amherst, Orchard Park, and Hamburg. Specifically, according to the 2000 U.S. Census, at 7.3 percent, the City of Buffalo had the highest unemployment rate when compared to the Towns of Amherst, Orchard Park, and Hamburg, and when compared to the Erie County average of 4.5 percent.

In addition, the City of Buffalo has the highest percentage of college-aged residents between the ages of 15 and 24, but the lowest percentage of college graduates when compared to the other involved communities and the County average. Currently, ECC provides the cheapest alternative to post-secondary education in the City of Buffalo.

According to the SUNY survey administered by ECC, which included supplemental questions provided by the project team, approximately 44 percent of City students travel to the City Campus using some form of public transportation, through sharing rides with someone else, walking, or a combination of all three. This in turn validates the fact that only 54 percent of City Campus students drive themselves, compared to 89 percent and 91 percent of North and South Campus students, respectively. These survey results directly correlate with the disproportionately high number of City households (30 percent) that did not have a vehicle available, in comparison with only 15 percent of Erie County households, according to the 2000 U.S. Census. This represents a significant reliance upon public transportation for City Campus students when compared to students at the suburban Campuses.

Potential Impact

Taking these statistics and factors together, residents of the City of Buffalo are placed at a significant disadvantage when attempting to commute to the North and South Campuses if a particular course or program is not offered at the City Campus. Currently, there are several important programs that are either offered at the North or the South Campus, but not at the City Campus. These programs and Campus locations are listed as follows:

Allied Health Division:

North Campus

- Dental Hygiene
- Dietetic Technology
- Medical Laboratory
- Medical Office Assistant
- Medical Office Practice
- Health Information Technology
- Occupational Therapy
- Ophthalmic Dispensing
- Respiratory Care

South Campus

- Dental Lab Technology
- EMT

Business and Public Service

North Campus

- Food Service

South Campus

- Fire Protection
- Recreational Leadership

Liberal Arts

North Campus

Computer Science
Geographic Information

South Campus

Communication Arts

Technology Division

North Campus

Chemical Engineering
Civil Engineering Technology
Construction Technology
Electrical Engineering Technology
Engineering Science
Mechanical Engineering Technology
Heating & Air
Tool and Design
Machine Tool
Industrial Technology

South Campus

Architectural Technology
Automotive Technology
Autobody Repair
Computer Repair Technology
Mechanical Drafting/Technology
Telecommunications Technology
Visual Communications Technology

While there may be certain programs which are not offered at the City Campus that also are not offered at one of the suburban Campuses, it presents much more of a challenge for City residents to commute to the Campus offering the desired course than for students from the suburban communities. Due to the higher percentage of lower income residents and higher dependency on public transportation, City residents are placed at a disadvantage when it comes to educational accessibility. Under the current and proposed three-campus arrangement of Alternative 1, impediments to an equal distribution of courses and programs will be confirmed.

A continuation of such practices is inconsistent with ECC Institutional Goal number 1 “Academic,” which states that ECC is to “offer current, continuously assessed academic programs that serve the needs of a diverse student population.” In addition, the current campus arrangement is inconsistent with ECC’s initiatives in workforce development in Western New York. Specifically, the leadership role of ECC, “Providing job skill retraining for the presently unemployed,” is sharply diminished under the current campus configuration.

Mitigation

Enhanced Access

To alleviate this relentless societal problem, City residents need to be provided with the same choice and equal access to the courses and programs as residents of the rest of the County. Currently, ECC provides a discounted NFTA pass that allows students to utilize both bus and metro services. However, due to the fact that it does require some additional investment by students, it may discourage some students from participating in the program. An alternative would be for the College to offer free NFTA passes to all students interested. This option may provide additional incentives for City residents to attend ECC both at the City Campus and at the suburban campuses. The current NFTA pass costs \$60 per student per semester, with the College picking up 50% of the cost.

ECC has entertained the idea of negotiating an agreement with the Niagara Frontier Transportation Authority (NFTA) to provide free metro bus and rail use for students of the college. Currently, ECC provides full NFTA passes at a discounted rate, with ECC paying about half of a \$60 cost. Students would obtain a flashpass which would indicate this free ridership capability. The result of this action would be different at each campus:

City Campus: This campus currently sees the highest percentage of metro bus use, over 21%. The primary reason for this is that metro bus system is established in a radial manner to serve the City of Buffalo as a hub. Therefore, students have a primary choice of bus service to take, whether they are traveling from the suburbs or from the city. If free ridership were offered, the additional riders would be individuals who value an additional \$30 savings over their current perceived flexibility of using a car or other transportation method. While this is difficult to quantify, the concept of “free” is an enticement which could increase ridership by perhaps 10% of county students for an overall ridership percentage of 30% at the City campus. The result would be an additional 250 students which would take metro bus or rail.

North Campus: This campus currently sees the second highest percentage of metro bus use, about 7%. The primary reason for this is that many metro bus system users at this campus come from southwest Amherst, the City of Buffalo, or Cheektowaga as an origin. From these locations, students have a primary choice of bus service to take, with no or easy bus transfers. Students from other communities require one or more transfers which add substantial travel time to the trip as the travel route is often not direct. Some riders are required to first travel downtown, then transfer to a bus to the campus. If free ridership were offered, the additional riders would be individuals who value an additional \$30 savings over their current perceived flexibility of using a car or other transportation method. While this is difficult to quantify, the concept of “free” is an enticement which could increase ridership by perhaps 3%. The result would be an additional 165 students which would take metro bus or rail.

South Campus: This campus currently sees the lowest percentage of metro bus use, about 4%. The primary reason for this is that metro bus system access from most communities require one or more transfers which add substantial travel time to the trip as the travel route is often not direct. Some riders are required to first travel downtown, then transfer to a bus to the campus. If free ridership were offered, the additional riders would be individuals who value an additional \$30 savings over their current perceived flexibility of using a car or other transportation method. While this is difficult to quantify, the concept of “free” is an enticement which could increase ridership by perhaps 2%. The result would be an additional 65 students which would take metro bus or rail.

Estimated Cost

By providing fee Metro service to all students, access to each campus would be substantially improved. However, the estimated cost based upon the above ridership assumptions would be approximately \$22,800 per year for the college.

Program Offering

The second option would be to provide certain programs that could be offered throughout each campus without significant capital investments, thus a mitigation measure which is practicable. After reviewing the programs listed above, the following were selected on the basis that only practicable investments would be necessary to offer them at each campus: Medical Office Assistant, Medical Office Practice, Health Information Technology, EMT, Recreational Leadership, and Computer Repair Technology.

Estimated Cost

A preliminary bricks and mortar cost estimate to provide these programs at all three campuses rest at approximately \$2.5 million. This estimate does not include operation and management (O&M) costs which will increase the estimate. It is difficult to estimate the O&M costs due to the ability of faculty to teach at more than one campus, and this cannot be projected at this time.

In total, the preliminary costs for providing the above mitigation measures exceeds \$2.5 million. Based on the current operating budget of ECC with the three-campus configuration and O&M redundancies, an additional \$2.5+ million dollar investment to improve education access may be an impracticable form of mitigation.

Significance of Impacts

Minority and low-income residents in the City of Buffalo are currently at a disadvantage when it comes to accessing post-secondary education, since the City Campus does not offer the same courses and programs provided at the suburban Campuses, and because these residents rely more heavily on public transportation which severely limits their ability to commute to the

suburban Campuses. Through the offering of free NFTA access for any student interested, and by offering certain programs at all campuses, which are currently offered at only one campus, may mitigate the current Environmental Justice impact. However, this will require additional costs to be incurred by ECC exceeding \$2.5 million, which when combined with the current O&M expenses required under the three-campus scenario, would be an impracticable form of mitigation and not feasible.

5.1.2.6 Cumulative Impact Analysis

Please refer to *DGEIS Section 4.2.6 Pipeline Project Inventory for Cumulative Impact Analysis* for the methodology used to assess the potential cumulative impacts under each Alternative.

The North Campus

Twenty-seven (27) proposed projects are listed in the Town of Amherst. Of those, nine (9) are small-scale additions to existing commercial enterprises (e.g., veterinarian office), and one (1) is a minor addition to an apartment complex. These should have no measurable effect. The remaining proposals include twelve (12) new office buildings, apartments, condominiums, and detached single family housing (one development of each), and a small variety of other commercial structures. Each must undergo a regulatory review to assure compliance with zoning and other community-based requirements to assure compatibility with the Town's plans and regulations.

When combined and added to the infrastructural characteristics of Alternative 1, no significant cumulative community impacts are revealed and none are anticipated to occur through the planning period. In addition, the Campus Plan has been tailored and customized to blend with Amherst's Plans.

However, the three-campus system promotes continued suburbanization, and when combined with additional projects that are automobile oriented, such as malls, big-box stores, etc., the trend of suburbanization is continually supported. Adverse impacts on traffic congestion, quality of life, air quality, and numerous additional issues arise and existing ones are exacerbated.

This is a cumulative impact that cannot be directly fully mitigated by ECC under Alternative 1. This impact can be partially mitigated however, if ECC were to provide and aggressively promote free public transportation for all students. Increased use of public transportation could offer some mitigation to cumulative traffic and air quality impacts, but it will not alleviate the potential for students to continue to be dependent upon their automobiles and contribute to the trend of sprawl and suburbanization.

City Campus

Data on current pipeline projects in the City of Buffalo are still being compiled. However, Alternative 1 is projecting only a minimal increase in student enrollment through 2015 and only a marginal increase in demand on community services. Additionally, Alternative 1 is not anticipated to result in any significant adverse environmental impacts. Therefore, any proposed or new projects in the downtown area will not likely have the potential, when combined with Alternative 1, to cumulatively impact community characteristics of the City.

Similar to the discussion above regarding the North Campus, the three-campus system cumulative promotes the trend of suburbanization and the outward migration from urban areas. Cumulatively, suburbanization impacts the City through population loss, the associated fiscal and social implications and the ultimate deterioration of the City's economic and social well-being.

Continuing with the three-campus configuration under Alternative 1 only serves to exacerbate this phenomenon, with no direct mitigation measures available.

The South Campus

Ten (10) proposed projects are listed for the Towns of Hamburg and Orchard Park. These include five (5) housing projects and two (2) commercial establishments, along with a small industrial building and a similarly sized institutional facility within an existing industrial park.

Similar to the North Campus area, none have the potential, when combined with Alternative 1, to cumulatively impact the community characteristics of either the Town of Hamburg or the Town of Orchard Park.

Refer to the North Campus discussion regarding the cumulative impacts associated with suburbanization, as the impacts hold true for the South Campus as well.

5.1.2.7 Unavoidable Adverse Impacts

Under Alternative 1, the unavoidable adverse impacts include the operation and maintenance-related fiscal impacts on ECC; City students' lack of equal access to ECC courses and programs not offered at the City Campus, an Environmental Justice issue; and the cumulative impacts of supporting the trend of suburbanization, automobile dependency the outward migration of the City population and the numerous associated secondary impacts.

College Fiscal Resources

Alternative 1 proposes maintaining the current three-campus structure, which is currently and will continue to be inefficient and financially stressful, an adverse impact on ECC's fiscal resources. Furthermore, the utility and maintenance requirements under the three-campus system adds to ECC's financial burden.

While Alternative 1 proposes some program reorganization and consolidation, it would provide minimal relief to the adverse fiscal impacts of a three-campus system. Furthermore, the sale of the Vehicle Technology Training Center and consolidating it to the main South Campus would provide some additional revenue to ECC. However, the cost associated with relocating the center would likely off-set any overall cost savings.

Significance of Impacts

Therefore, under Alternative 1, the adverse impacts on ECC's fiscal resources cannot be substantially mitigated and avoided.

Environmental Justice

Due to the higher percentage of lower income residents and higher dependency on public transportation, City residents are placed at a disadvantage when it comes to educational accessibility. Under the current and proposed three-campus arrangement of Alternative 1, impediments to an equal distribution of courses and programs will be confirmed.

A continuation of such practices is inconsistent with ECC Institutional Goal number 1 "Academic," which states that ECC is to "offer current, continuously assessed academic programs that serve the needs of a diverse student population." In addition, the current campus arrangement is inconsistent with ECC's initiatives in workforce development in Western New York. Specifically, the leadership role of ECC, "Providing job skill retraining for the presently unemployed," is sharply diminished under the current campus configuration.

Significance of Impacts

Minority and low-income residents in the City of Buffalo are currently at a disadvantage when it comes to accessing post-secondary education, since the City Campus does not offer the same

courses and programs provided at the suburban Campuses; therefore, these residents rely more heavily on public transportation which severely limits their ability to commute to the suburban Campuses. Alternative 1 does not address this deficiency as the three-campus arrangement will be maintained and no major reallocation of courses and programs are proposed. Offering free access to the NFTA system combined with providing certain programs at all three campuses as discussed in more detail above in DGEIS Section 5.1.2.5 Environmental Justice, will cost the College more than \$2.5 million dollars. When combined with the current O&M costs required under a three-campus system, this additional expense is impracticable. Therefore, is a significant impact, which, under the current Alternative 1 proposal, cannot be fully mitigated.

Cumulative Impacts

The three-campus system promotes continued suburbanization, and when combined with additional projects that are automobile oriented, such as malls, big-box stores, etc., the trend of suburbanization is continually supported. Adverse impacts on traffic congestion, quality of life, air quality, and numerous additional issues arise and existing ones are exacerbated.

This is a cumulative impact that cannot be directly fully mitigated by ECC under Alternative 1. This impact can be partially mitigated however, if ECC were to provide and aggressively promote free public transportation for all students. Increased use of public transportation could offer some mitigation to cumulative traffic and air quality impacts, but it will not alleviate the potential for students to continue to be dependent upon their automobiles and contribute to the trend of sprawl and suburbanization.

The three-campus system cumulative promotes the trend of outward migration from urban areas. Cumulatively, suburbanization impacts the City through population loss, the associated fiscal and social implications and the ultimate deterioration of the City's economic and social well-being.

Continuing with the three-campus configuration under Alternative 1 only serves to exacerbate this phenomenon, with no direct mitigation measures available.

5.2 Alternative 2

5.2.1 Proposed Campus Concepts and Preliminary Cost Estimates

Alternative 2 consists of the consolidation of the existing three (3) ECC Campuses to downtown Buffalo and closing the suburban Campuses. ECC and the County would then likely convey the suburban Campuses to a private entity for future development. The potential forms of development and the projected impacts on the local and regional settings are described below in *DGEIS Section 5.2.1.4 Redevelopment of the Suburban Campuses*.

5.2.1.1 City Campus

5.2.1.1.1 Project Summary

Refer to *Figure 5.2.1-1 Concept Development Alternative 2 – City Campus* for reference during the following Alternative 2 discussion. All of the following proposed improvements will require further assessment and review prior to implementation if chosen as the preferred Alternative.

Currently, operating and maintaining the three facilities at separate locations is inefficient and consequently burdens the College's operating budget. The proposed consolidation project will also provide an opportunity to improve the College facilities, all of which (except the City Campus) have a backlog of deferred maintenance issues. The North and South Campuses were constructed in the 1950s and 1970s, respectively. Based on the Facilities Needs Assessment prepared and incorporated into this DGEIS (see *DGEIS Section 3.2 North* and *3.4 South*), both Campuses offer insufficient and out-of-date space and equipment, and these conditions have resulted in major inefficiencies. The total preliminary cost estimates for the implementation of Alternative 2 stands at \$166,500,000. Refer to *DGEIS Section 5.2.1.2 Preliminary Cost Estimates* below for a breakdown of the estimates.

Alternative 2 is proposed to occur under traditional as well as alternative forms of funding. Alternative forms of funding would include, among other methods, P3s to off-set the construction, operation, and maintenance costs. The P3s that could be utilized may include, but without limitation: joint funding of specialized facilities; shared academic-commercial space; and industrial/corporate partnerships.

As depicted below in *Table 5.2.1-1*, Alternative 2 would result in the construction of approximately 682,400 net assignable square feet, and 1,136,000 gross square feet of instructional, departmental, and support space. After full build-out, the FTEs are projected to stand at 8,323, and approximately 3,745 parking spaces will be required. Note that these parking figures do not take into account the use of public transportation which will reduce the number of parking spaces required to approximately 2,700.

FIGURE 5.2.1-1 THROUGH 5.2.1-2-3

CONCEPT DEVELOPMENT

ALTERNATIVE 2 – CITY CAMPUS

**TABLE 5.2.1-1
ALTERNATIVE 2 CITY CAMPUS BUILD-OUT SCENARIO**

Year/Phase	Total Net Assignable SF	Total GSF	Total Headcount	Total Student FTEs	Total Parking Requirements³	Total Impervious Areas (Acres)
2002 (Existing)	228,000	343,100	2,579 ¹	2,120 ¹	880	N/A
2008	455,000	740,000	7,689 ²	5,201 ²	2,340	N/A
2015 Total Build-Out	682,400	1,136,100	10,220²	8,323²	3,745⁴	N/A

¹ Existing Student Populations at City Campus

² Projected. Refer to *DGEIS Section 5.2.2.1.4.1 Enrollment* for further information and methodology

³ Based on 45 percent of FTEs (Average Community College Parking Requirement)

⁴ According to the Parking Analysis (*DGEIS Section 5.2.2.1.5.2*), Alternative 2 may only require 2,700 spaces after taking projected use of public transportation into account.

5.2.1.1.2 Site Plan

Under Alternative 2, the ECC Campus would be consolidated into a single Campus located in Downtown Buffalo. All academic and athletic programs from both the North and South Campuses would be transferred to the City Campus.

Similar to the description of Alternative 1, the following site improvements and concepts are broken down into categories of spatial qualities, vehicular circulation, parking, pedestrian circulation, and utility infrastructure.

Spatial Qualities

The existing Downtown Academic Building (the Post Office) would be retained for instructional and administrative uses. Some renovation of the main building would occur. In addition, approximately 817,000 gross square feet of classroom, administrative, and support space would be added to the Campus through the construction of several new Campus buildings, three to six stories in height.

Three city blocks adjacent to the existing Campus have been identified as likely building sites. The first block is bounded by North Division Street to the north, South Division Street to the south, Oak Street to the west, and Elm Street to the east. The second block is due north of the first and is bounded by North Division Street on the south, Eagle Street on the north, and Oak and Elm streets on the west and east, respectively. The third block is northwest of the second and is bounded by Eagle Street to the south, Clinton Street to the north, Ellicott Street to the west, and Oak Street to the east.

Erie County is in the design stages for the construction of a new 120,000 gross square foot Public Safety Service Building north of the Flickinger Center and on the block adjacent to and east of the first block described above. The second phase of this project involves the construction of a Regional Police Training Academy that would be co-located and co-operated with ECC on the first block described above.

The land immediately north of the existing Academic Building, owned by the Niagara Frontier Transportation Authority (NFTA) and used as a bus turn-around and parking for NFTA officials, is envisioned as the Campus “Commons” in Alternative 2. This proposed “Commons,” together with the existing City-owned open space/pocket-park located just to the west, would create a Campus center with strong visual and pedestrian connections to Main Street. Landscape enhancements and improved signage are also proposed.

Currently, the Flickinger Center meets SUNY recommendations for physical education space, but additional space would be required for outdoor recreational and competitive team sports activities. Sports activities would be re-directed to Dunn Tire Park and HSBC Arena, both County-owned facilities located just south of the Downtown Campus. ECC may also explore the use of City-owned recreational fields, such as the John F. Kennedy Community Center (114 Hickory Street) and the Johnny B. Wiley Sports Pavilion (Jefferson and Best Streets).

Vehicular Circulation

The primary vehicular circulation concepts involve improving vehicular access to parking and recreational facilities on the Campus periphery. The surrounding roadway system serves the College well in its current condition. According to a preliminary traffic analysis conducted as part of this DGEIS, improvements to the Elm/Oak corridor will be necessary under full build-out of Alternative 2. Refer to *DGEIS Section 5.2.2.1.5 Transportation* for additional information on the transportation impacts of Alternative 2.

Parking

Alternative 2 proposes to furnish parking spaces for students, faculty, and staff by contracting with a private sector provider(s). Approximately 3,730 parking spaces³³ will be required at peak demand. It is anticipated that parking costs would be defrayed through a parking fee charged to students. Parking will be located as close as possible to the Campus, and is proposed to be located in existing surface lots and parking garages. Refer to *DGEIS Section 5.2.2.1.5.2 Parking* for a more detailed discussion of the parking impacts and recommended solutions.

³³ Based on 45 percent of FTEs (Average Community College Parking Requirement)

Pedestrian Circulation

Pedestrian circulation improvements include construction of a network of pedestrian bridges that would tie the new and existing Campus buildings together. Improvements are also suggested to reduce vehicular and pedestrian conflicts in the crosswalks adjacent to classroom buildings, surface, and structured parking facilities.

Utility Infrastructure

Site infrastructure improvements will be required for the City Campus. Further analysis of the current conditions of sanitary sewer, storm sewer, and water supply infrastructure and coordination with City officials will be necessary.

5.2.1.2 Preliminary Cost Estimates

As described below in *Table 5.2.1-2 Preliminary Cost Estimates – Alternative 2 City Campus*, the total preliminary cost estimates for full implementation of Alternative 2 stands at \$166,500,000. This estimate includes costs for new construction, infrastructure, and associated site work components of the project, as well as for program remodeling and necessary hazardous materials remediation, but does not take into account potential offsets such as the sale of the suburban campuses, Operations and Management savings, and other sources of offsets discussed later in this section.

Table 5.2.1-2 Preliminary Cost Estimates – Alternative 2 City Campus			
Elements	S.F.	Cost/S.F.	Cost Estimate
Demolition	0	\$0	\$0
Infrastructure	343097	\$31	\$10,636,000
Program Remodeling	82000	\$45	\$3,690,000
New Construction	816930	\$180	\$147,047,400
Sitework			\$3,500,000
Haz Mat			\$1,600,000
Totals		\$144	\$166,500,000*
* This estimate does not include any cost offsets that would result from consolidation as discussed in detail later in this section.			

5.2.1.3 Implementation Plan

If chosen as the preferred Alternative, Alternative 2 should be implemented in phases. Due to the current condition of the North Campus, Phase 1 should include the construction of the buildings and facilities necessary to allow for the relocation of the North Campus programs to

the City Campus. Phase II would include completing the City Campus and relocating the current South Campus programs to the new City Campus.

5.2.1.4 Redevelopment of the Suburban Campuses

Under Alternative 2, ECC and the County would convey both the North and South Campuses to private entities for future uses, or portions of each Campus to the local municipalities for recreational purposes. For the purposes of analyzing potential positive and adverse impacts associated with conveying the Campuses and the future use of the properties, several potential Development Scenarios have been developed.

To aid in identifying the most likely Development Scenarios, local planning and development officials in Orchard Park, Hamburg, and Amherst were consulted. In addition, information on recent commercial construction in the involved communities and, where appropriate, future development desires set out in each Town's comprehensive land use plans were collected.

The identified Development Scenarios are described below for the North and South Campuses in *DGEIS Section 5.2.1.4.1 Development Scenarios*. The analysis of each Scenario's potential environmental, economic, and fiscal impacts follows.

5.2.1.4.1 Development Scenarios

5.2.1.4.1.1 North Campus

Three general Development Scenarios for the North Campus were identified. The first envisions a mixture of commercial space alongside retained community space (i.e., sports and recreational facilities on the site's northwestern edge); the second considers commercial development across the entire site (i.e., no retained community space); and the third provides for commercial development, preserved community/recreational space, and redeveloped academic facilities.

Based on recent development experience in Amherst and input from planning officials in the Town and from the Amherst Industrial Development Agency, it was concluded that development would likely involve a commercial mix—roughly 70 percent office space and the remainder a mixture of “flex” and research/development space. This reflects what has been developed in the Town in recent years, as well as development in the area surrounding the site bordered by Main, Youngs, and Wehrle Roads.

For each Scenario, a range of economic and fiscal impacts were estimated under different levels of development density. Town of Amherst officials noted that existing codes permit roughly 10,000 square feet of development per acre. Other development officials in the Town noted, however, that there has been an increasing emphasis on the need to increase development densities to permit continued economic growth despite a reduced number of developable parcels in the Town. In response, all Development Scenarios at density levels of 10,000 square feet per acre and 30,000 square feet per acre were estimated to provide benchmarks consistent with ongoing policy discussions in the Town.

The Development Scenarios modeled for economic and fiscal impact at the 116.5-acre North Campus were as follows:

Scenario 1

- 50 acres preserved as community space
- 66.5 acres of private development (70 percent office; 30 percent flex/R&D)

Scenario 2

- 116.5 acres of private development (70 percent office; 30 percent flex/R&D)

Scenario 3

- 65 acres of redeveloped academic space and community space
- 51.5 acres of private development (70 percent office; 30 percent flex/R&D)

The impacts of each Scenario were estimated using a range of development absorption rates that reflect recent experience in the Town. According to the Amherst IDA, roughly 450,000 square feet of commercial development has been created annually over the past three years. Using a conservative range of 350,000 to 550,000 square feet of annual Town-wide absorption, the DGEIS has estimated that if the North Campus were opened to development, it would be reasonable to expect $\frac{1}{2}$ to $\frac{3}{4}$ of that development to occur on the ECC site. Thus, development impacts are estimated assuming a commercial absorption range for the site of 175,000 to 400,000 square feet per year.

Refer to *DGEIS Appendix E* for the methodology of the economic and fiscal analyses of the Development Scenarios under Alternative 2.

5.2.1.5 South Campus

Two general Development Scenarios were identified for the South Campus. The first Scenario modeled a mixture of commercial space across the entire site; the second provided for commercial development but retains some space for redeveloped academic facilities.

Based on input from planning officials in the Towns of Hamburg and Orchard Park (on the border of which sits the South Campus), it was concluded that probable development under each Scenario would also involve a mix of commercial space. First, Hamburg planning officials indicated that the Town's revised comprehensive plan called for the South Campus area to be rezoned commercial if it were opened to development in the future. Second, Orchard Park officials indicated that the Orchard Park Central School District is at capacity, and any multi-

family residential development that might otherwise be accommodated on the South Campus site would contribute to further crowding of the district and would be discouraged.

It was assumed that development on the South Campus site would be predominantly office space, with a portion reserved for mixed use flex/R&D development. For the purposes of estimating economic and fiscal impacts, it was assumed 80 percent of the development would be office space, and 20 percent mixed commercial—one-third each flex space, research/development, and warehouse. For each Scenario, development density at an average of 10,000 square feet per acre was estimated.

Since the South Campus spans the border of two towns (and two school districts), economic and fiscal impacts in each portion of the site have been estimated. This has allowed the estimated fiscal impacts on the individual towns to be isolated.³⁴ County property tax revenue, job creation potential, and payroll impacts were estimated for the entire site.

The Development Scenarios modeled for economic and fiscal impacts at the 213-acre South Campus were as follows:

Scenario 1

- 104 acres of private development on Hamburg portion (80 percent office; 20 percent flex/R&D/warehouse)
- 109 acres of private development on Orchard Park portion (80 percent office; 20 percent flex/R&D/warehouse)

Scenario 2

- 4.7 acres of redeveloped academic facilities on Hamburg portion
- 99 acres of private development on Hamburg portion (80 percent office; 20 percent flex/R&D/warehouse)
- 109 acres of private development on Orchard Park portion (80 percent office; 20 percent flex/R&D/warehouse)

The impacts of each Scenario were estimated using a range of development absorption rates that reflect recent experience in the vicinity. In the Town of Orchard Park, for example, roughly 140,000 square feet of commercial development has been created annually since 1999.

³⁴ The Project Team estimated that of the 213 acres on the South Campus, 202 were in the Orchard Park Central School District (OPCSD) and 12 in the Frontier Central School District (FCSD). Similarly, 109 acres were in the Town of Orchard Park, while the remainder (104 acres) were in the Town of Hamburg. The Orchard Park portion of the site is entirely (109 acres) in the OPCSD, while the Hamburg portion is roughly 11 percent in the FCSD. Estimates of property tax revenue from potential development are allocated accordingly.

According to the Town of Hamburg, commercial development in that jurisdiction has occurred at a slower rate. Planning officials in both communities agreed that an annual absorption range of 40,000 to 120,000 square feet (split equally across the two towns' share of the site) was reasonable for the South Campus site, in light of recent experience. At the low bound development rate, the site would be 10 percent built-out by 2008 and 24 percent built-out by 2015. At the high rate, it would take 16 years to fully build-out (30 percent in 2008, 71 percent in 2015).

Refer to *DGEIS Appendix E* for the methodology of the economic and fiscal analyses of the Development Scenarios under Alternative 2.

5.2.2 Impacts and Mitigation

Please refer to *Table 1.7.3-1 Decision Matrix* for a graphic summary of the following potential impacts and likely mitigation measures under Alternative 2.

5.2.2.1 College-Wide and Regional

5.2.2.1.1 ECC Mission and Goals/Quality of Education and Deliverability

ECC's Vision: To make a positive difference in the intellect, character, and quality of life of every student and employee, as well as the community it serves.

ECC's Mission: ECC is a public, open access institution, providing quality, affordable education and services to a diverse community and its citizens.

ECC is guided in all aspects of its services to the community by following these **Core Values:**

1. Quality teaching services;
2. Multicultural awareness and understanding;
3. A commitment to the needs of our community and the well-being of the College;
4. An environment of respect, caring, and trust; and
5. Individual and institutional integrity and accountability.

These **nine Institutional Goals** set the framework for ECC's planning process:

1. **Academic** – To provide opportunities for career enhancement, job placement, transfer preparation, and lifelong learning. The College offers current, continuously assessed academic programs that serve the needs of a diverse student population and facilitate the acquisition of general education competencies needed to compete in a changing economic climate. These competencies will include computer and information literacy, numeracy, and library research.

2. **Student Support Services** – To ensure that a broad range of services will be provided to enable students to succeed in meeting their personal academic objectives, while also providing opportunities for students to develop personal, social, and leadership skills.
3. **Workforce Development** – To provide credit and non-credit classes, workshops, seminars, forums, cultural programs, and recreational activities designed to provide enrichment opportunities for lifelong learning.
4. **Facilities** – To develop a safe, comfortable Campus environment conducive to current and future student success.
5. **Financial** – To provide appropriate financing from the College and its sponsors for equipment, facilities, and human resources to support quality academic programming and delivery of support services.
6. **Human Resources** – To sponsor a program of professional development for administrators, faculty, and staff in order to serve a changing, culturally diverse student population.
7. **Affirmative Action** – To be sensitive to and protect the individual needs and rights of our diverse College community.
8. **Marketing** – To develop a marketing plan involving the entire College community that is implemented to inform Western New York about the programs and services available at ECC.
9. **Organization** – To maintain an appropriate organizational structure designed to facilitate efficient operation for the College and attain desirable institutional outcomes.

Potential Impacts

Alternative 2 is consistent with ECC's Vision, Mission, Core Values, and Goals as new, state-of-the-art facilities will be provided for students, and the Campus will be located in close proximity to the Buffalo Niagara Medical Campus, UB South Campus, and Erie County Medical Center. Potential partnership opportunities would then exist between these facilities and ECC, which would enhance the quality of educational programming at ECC. The partnerships could, in turn, serve to attract additional students from greater distances seeking to take advantage of the enhanced quality of education available at a consolidated City Campus.

With respect to ECC's Core Values, the quality of teaching services would likely improve with the aid of new, state-of-the-art facilities and technology at the disposal of teachers. By centrally locating downtown, ECC is demonstrating continued respect to its multicultural student body and to the needs of the community. Through consolidation, there will be a reduction in the costs

of operating the institution as described below in *DGEIS Section 5.2.2.1.3 ECC Operations and Maintenance*. This is in line with the Core Value of a commitment to the wellbeing of the College. Furthermore, under Alternative 2, ECC will maintain an environment of respect, caring, and trust; and individual and institutional integrity and accountability will not be jeopardized.

Alternative 2 is also consistent with ECC's Institutional Goals as follows:

1. **Academic:** Alternative 2 would continue to provide exceptional academic opportunities with anticipated improvements to the quality of the education.
2. **Student Support Services:** Student support services would continue to be provided and increasingly improved through newer, state-of-the-art facilities.
3. **Workforce Development:** Workforce development opportunities would be enhanced with the potential for partnering with the emerging Buffalo Niagara Medical Campus and by associated improvements and increased accessibility to the cultural resources present throughout the City.
4. **Facilities:** The new City Campus will include state-of-the-art safety and security measures to protect students, as well as faculty and staff. The cooperative building project with the Erie County Public Safety Building will also provide significant added safety measures due to the projected presence of more than 200 public safety related personnel on a daily basis.
5. **Financial:** The financial assistance provided by the College and its sponsors would be enhanced and not jeopardized through the increased use of public-private partnerships and the more efficient institution that will result.
6. **Human Resources:** The human resource benefits of the College would also be enhanced through a consolidated Campus providing a centralized and more accessible human resources department.
7. **Affirmative Action:** A consolidated Campus would provide increased benefits to the diverse student population and the minority and underserved populations of Erie County.
8. **Marketing :** Not Applicable.
9. **Organization:** A consolidated Campus would result in numerous fiscal benefits through improved organizational efficiencies.

Significance of Impacts

As described above, Alternative 2 will be consistent with ECC's Vision, Mission, and Core Values and will bring ECC closer to achieving its Institutional Goals, all positive impacts requiring no mitigation.

5.2.2.1.2 Socioeconomic Implications

Under Alternative 2, the suburban Campuses would be conveyed for private development after the City Campus is fully operational and educational services are no longer being provided at the suburban Campuses. Opening of the North and South Campuses to private development will likely result in significant economic impacts to the local and regional economies and will provide the College with new sources of revenue. In order to estimate the potential economic and fiscal impacts of development under Alternative 2, the DGEIS has characterized the possible Development Scenarios at the two suburban Campuses. In addition, relocating the two suburban Campuses to Downtown Buffalo will also likely serve as an economic stimulus to the area immediately surrounding the City Campus. The DGEIS has also analyzed the potential forms of new development that may arise as a result of the new City Campus. Please refer to *DGEIS Appendix E* for the full methodology associated with estimating these socioeconomic impacts.

Analysis Results

Based on the Project Team's enrollment projections under Alternative 2, it is assumed that a single City Campus would have a total student headcount of 10,323. At current City Campus student spending rates, this would translate into an academic year spending impact of roughly \$5.3 million. Using current City Campus student spending estimates, \$2.6 million of that would likely be on-campus and \$2.7 million off-campus. If on-campus food services under Alternative 2 remained on par with their current availability to students, the \$2.7 million spent at nearby off-campus sites would represent a \$2.0 million increase over current off-campus student spending near the City Campus – a roughly 300 percent increase.

What potential commercial impact could an additional \$2.0 million in spending have on the area surrounding a consolidated City Campus? To estimate the impact of this additional spending in the area around the City Campus, the Project Team relied on industry data from the Urban Land Institute. ULI's 2002 publication, *Dollars and Cents of Shopping Centers 2002*, is one of the leading sources of sales per square foot data in the industry. Based on a survey of businesses across a variety of retail categories, ULI provides data on median sales per square foot for specific store types and regions of the country. Using this information, the Project Team projected the amount of square footage that could potentially be supported through the off-campus student spending that would be shifted to the City Campus under Alternative 2.

For the purposes of estimating supportable square footage, the Project Team used ULI data for the eastern region, and specific to ULI’s “neighborhood shopping center” category. Neighborhood shopping centers provide for the sale of convenience goods such as food, drugs and personal services, those most likely to be purchased by students during their average school day. Tenants typically found in the category include food markets, restaurants, dry cleaners, drugstores, fast food services, banks, and sandwich shops. ULI’s survey results indicate that median annual sales per square foot of gross land area (GLA) are roughly \$340. At this level, it is possible that an increase of \$2.0 million in student spending during the academic year could support approximately 6,000 additional square feet of commercial space in the vicinity of the City Campus under Alternative 2 as depicted below in *Table 5.2.2-1 Student Spending Impacts*.

Regarding only food service establishments (one of the more likely spin-offs of a consolidated Campus), median sales per square foot of GLA are considerably lower (\$175). At this level, the area around the City Campus could potentially support nearly 12,000 square feet of commercial space by increasing the amount of off-campus student spending, also depicted below in *Table 5.2.2-1*.

TABLE 5.2.2-1 STUDENT SPENDING IMPACTS SUPPORTABLE COMMERCIAL SQUARE FOOTAGE AROUND CITY CAMPUS, ALTERNATIVE 2	
Additional Off-Campus Spending Near Downtown Campus	\$2.0m
<i>Neighborhood Shopping Center Median Annual Sales per SF*</i>	<i>\$342.32</i>
Potentially Supportable Commercial SF	6,000
<i>Food Service Establishments Median Annual Sales per SF*</i>	<i>\$175.28</i>
Potentially Supportable Commercial SF	12,000
*Median sales per SF figures drawn from Urban Land Institute’s <i>Dollars and Cents of Shopping Centers 2002</i>	

5.2.2.1.2.1 Job Creation and Associated Payroll Impacts

Potential Impacts

Private Development on Suburban Campuses

North Campus

Under the selected Development Scenario, it is projected that potential employment levels for the North Campus site could reach between 5,000 and 8,000, and result in a range of annual payroll impacts of \$152 to \$337 million by 2015, or full build-out.

South Campus

Development at the South Campus under the selected Development Scenario could result in between 1,000 and 3,000 jobs, which could translate into \$32 to \$128 million in annual payroll impacts by 2015.

Economic Impacts at the City Campus

Increased Off-Campus Spending Power and Associated Job Creation

Under Alternative 2, the relocation of the two suburban Campuses and the associated increase in students to the downtown area will result in significant economic implications for the City of Buffalo. It is estimated that Alternative 2 would result in a spending impact of approximately \$5.3 million, of which \$2.7 million would be off-campus spending. This would represent a \$2.0 million increase in off-campus spending over what currently takes place at the City Campus, approximately a 300 percent increase.

This projected increase in spending could potentially translate into approximately 6,000 square feet of space for the sale of convenience goods such as food, drugs, and personal services. Alternatively, the increase in student spending could result in around 12,000 square feet dedicated to food service establishments.

Using industry standards provided by the U.S. Energy Information, the projected increases in commercial square feet around the City Campus could translate into an additional 5-10 food market jobs and 25-30 food service jobs. These businesses will likely provide additional jobs for college-aged students resulting in positive payroll impacts.

Catalytic Development Impacts

Under Alternative 2, it is projected that approximately 10,220 total students would be attending the Downtown Campus by 2015. This represents a significant labor force for existing businesses, and will likely result in the location of additional companies in the downtown area

to tap this emerging workforce. The actual number of businesses and the associated employment and payroll impacts are next to impossible to predict. However, some assumptions can be made about the types of businesses that would find the City Campus and surrounding areas beneficial for location.

Two particular types of businesses that prefer to locate in areas with a high percentage of college students are customer call centers and back office operations. These operations represent a wide diversity of operations serving both internal and external clients with functions ranging from sales, marketing, and customer service call centers to back offices providing accounting, employee benefits, procurement, information technology, and related functions.³⁵

These types of businesses can effectively utilize existing buildings, thus increasing their ability to locate in a downtown center with a significant existing building stock, such as downtown Buffalo. A survey of two back office and call center operations revealed an average salary ranging from \$18K with little or no secondary education to \$40K with at least four years of secondary education.

Construction Related

Direct impacts on employment under Alternative 1 would include an increase in construction jobs necessary for the private development on the suburban Campuses and the construction of the consolidated Downtown Campus. The construction of the entire City Campus will rival current development in the region and will be a significant source of jobs throughout the duration of the project. Furthermore, a project of this size will require the purchase of significant amounts of construction and related materials.

Significance of Impacts

The total estimated job growth under Alternative 2 as a result of private development on the suburban Campuses ranges between 6,000 and 11,000 jobs, with estimated total payroll impacts ranging from \$182 million to \$456 million.

These positive job growth figures would be in addition to the positive benefits of the temporary construction jobs at the suburban Campuses and the significant numbers of construction related jobs to be created during the construction of the City Campus.

In addition, the projected \$2 million increase in spending power which could translate into at least 30 to 40 food market and services jobs around the consolidated City Campus is a significant positive economic impact.

³⁵ Moran, Stahl & Boyer, Overview on Attracting and Retaining Customer Service and Corporate Support Centers. September 2002.

Furthermore, a consolidated Campus with more than 10,000 students would likely attract additional companies to the area seeking college-aged and educated employees. While it is impractical to estimate the actual types and number of businesses that might locate around the City Campus, businesses hiring the college-age demographic such as support centers and back office call centers could provide salaries ranging from \$18K to \$40K. These employment and associated payroll impacts could also be significant.

Lastly, the opening of the suburban Campus to private development, with the end result of providing thousands of new employment opportunities and the associated significant positive payroll impacts on the surrounding communities, coupled with the positive economic impacts anticipated through catalytic development around the consolidated City Campus, are considered results consistent with ECC's Core Value of being committed to "...the needs of our community and the well-being of the College."

Due to the numerous positive local job growth and payroll impacts associated with Alternative 2, no mitigation is required.

5.2.2.1.2.2 Annual County Property Tax Revenue

Potential Impacts

North Campus

Under full build-out of the selected Development Scenario, the annual County property tax figures could range from \$0.5 million to \$1.3 million.

South Campus

The Development Scenario for the South Campus is projected to result in an annual County tax revenue of between \$80,000 and \$0.5 million by the year 2015.

Significance of Impacts

The projected revenue for Erie County under full build-out of the selected Development Scenarios at the suburban Campuses will in aggregate range from \$0.58 million to \$1.8 million annually. Due to the fact that currently no County property taxes are generated from the suburban Campuses, as they are both owned by ECC and Erie County, opening the Campuses to private development will provide new tax revenue which could potentially be allocated, in part, to fund ECC-related initiatives and improve the quality of the education through continued upgrading of ECC facilities and technology. Additionally, this added revenue stream may aid in off-setting the fiscal implications of a drop in enrollment under Alternative 2. This new County tax revenue is a positive impact on the County's fiscal resources, and therefore, no mitigation is necessary.

5.2.2.1.2.3 Annual Property Tax Revenue

Potential Impacts

North Campus

The selected Development Scenario under Alternative 2 could result in between \$2 and \$5.6 million in Town property tax revenue and \$2 to \$5.5 million in school district property tax revenues, a total of \$4 to \$11.1 million in combined property tax revenue for the Town of Amherst and Amherst School District by 2015.

South Campus

Under Alternative 2, the selected Development Scenario at 2015 is estimated to result in approximately \$0.3 to \$1.0 million in property tax revenue for the Town of Orchard Park and the Town of Hamburg. Additionally, at full build-out, the Orchard Park Central School District would see \$0.4 to \$2.3 million in property tax revenue, and the Frontier Central School District would see approximately \$19,000 to \$0.1 million in property tax revenue. In aggregate, Alternative 2 could result in a total of \$0.8 to \$4.4 million in property tax revenue for the Towns of Orchard Park and Hamburg and surrounding school districts by the year 2015.

Significance of Impacts

The estimated property tax revenue the local communities and school districts could begin retaining by the year 2015 under Alternative 2 and the selected Development Scenarios at each suburban Campus ranges from \$4.7 to \$14.5 million annually. This projected property tax revenue is a significant positive economic benefit to the local communities and school districts requiring no mitigation.

5.2.2.1.2.4 Revenue From Sale of Suburban Campuses

Potential Impacts

North Campus

Under Alternative 2 and provided that the Development Scenario analyzed herein is implemented, the sale of the North Campus could provide a return ranging from \$8.2 to \$11.2 million.

South Campus

The sale of the South Campus, having the potential for the development density potential analyzed within the selected Development Scenario, is projected to provide between \$3.2 and \$8.5 million in revenue.

Significance of Impacts

The total projected revenue from the sale of the suburban Campuses, with the development density potential analyzed within the selected Development Scenarios, stands at between \$11.4 and \$19.7 million, a positive impact on both ECC's and Erie County's fiscal resources, with the potential to off-set the potential fiscal impacts associated with a projected drop in enrollment. Therefore, no mitigation is required.

5.2.2.1.3 ECC Operations and Management

It is reasonable to conclude that the utility, staffing, and supply needs of the current three-campus ECC configuration are different from those of a single consolidated Campus. The purpose of this O&M analysis is to examine the existing organizational structure, particularly staffing levels, and identify personnel efficiencies that could feasibly be generated under Alternative 2. Furthermore, the analysis examines potential efficiencies to be gained in utilities and non-labor operating costs (e.g., supplies, maintenance equipment) under Alternative 2. Please refer to *DGEIS Appendix F* for the methodology used to evaluate Alternative 2 implications on ECC's Operations and Management costs.

Potential Impacts

Utilities

Alternative 2 is likely to generate a lower aggregate energy cost for two reasons. First, the amount of space at the College would be less. Under this Alternative, ECC would operate out of a single, 1,160,000 \pm square foot Campus, roughly nine percent smaller than its current space. Second, nearly 70 percent of that Campus would involve newly developed Campus facilities. Consistent with NYS mandates, new facilities will be considerably more efficient than the existing buildings.

Under Alternative 2, ECC would see a 15 percent increase in energy efficiency. This would translate into an annual savings of approximately \$802,100 for the institution, a significant positive impact on ECC's fiscal resources.

Staffing Efficiencies

Table 5.2.2-2 Potential Personal Efficiencies depicts the projected savings by department.

TABLE 5.2.2-2 POTENTIAL PERSONAL EFFICIENCIES

Budgetary Unit	Potential Savings
Academic Dean	\$255,000
Academic Support	\$11,000
Accounting	\$0
Activities	\$89,000
Admissions	\$60,000
Advanced Studies	\$0
Affirmative Action	\$0
Architectural Technology	\$0
Assistant to the President	\$0
Athletics	\$0
Audio-Visual	\$46,000
Auto Body Repair	\$0
Automotive Technology	\$0
Bi-Lingual Program	\$0
Biology	\$600
Board of Trustees	\$0
Building Management/Rehab	\$0
Bursar	\$40,000
Business Administration	\$60,600
Business Office	\$0
Campus Computer Support	\$1,000
Central Info Service - Transcripts	\$0
Chemistry	\$61,000
Child Care	\$0
Civil Technology	\$0
College Information Technology Svc	\$40,000
Community Education	\$0
Computer Information Systems	\$600
Computer Technology	\$0
Construction Technology	\$0
Controller	\$0
Corporate Training	\$0
Counseling	\$25,000
Criminal Justice	\$150
Dean of Students	\$200,000
Dean of Workforce Development	\$0
Dental Hygiene	\$0
Dental Laboratory Technology	\$0
Dietetic Technology	\$0
Drinking & Driving Program	\$0
Driver Improvement Program	\$0
Duplicating	\$0
ECC Foundation	\$0

Budgetary Unit	Potential Savings
Electrical Technology	\$0
Emergency Medical Technology	\$400
Engineering Science	
English	\$0
Evening Services	\$1,500
Facilities Administration	\$0
Financial Aid	\$0
Fire Protection	\$300,000
Food Service Administration	\$0
General Studies	\$0
Grants	\$55,300
Grant Development	\$0
Graphic Arts/Printing	\$0
Hotel Information Technology	\$0
Health Office	\$0
Hotel Management/Culinary Arts	\$75,000
Human Resources	\$300
Humanities	\$0
Institutional Planning	\$600
Institutional Research	\$0
Instructional Service	\$0
Internal Audit	\$0
International Initiative	\$0
International Student Counseling	\$0
Internships	\$0
Inventory	\$0
Learning Resource Center	\$0
Learning Skills	\$600
Library	\$0
Maintenance	\$95,000
Management Engineering	\$400,000
Manufacturing Technology	\$0
Mathematics	\$0
Mechanical Engineering Technology	\$40,600
Medical Laboratory/Medical Office	\$0
Medical Health Assistant	\$0
Nursing	\$0
Occupational Therapy	\$40,000
Office of the Disabled	\$0
Office Technology	\$0
Ophthalmic Dispensing	\$600
Paralegal	\$0
Payroll	\$0

Budgetary Unit	Potential Savings
Physical Education/Recreation	\$0
Physics/Engineering Science	\$0
Placement	\$600
Point Reduction Program	\$200,000
Pool	\$0
President's Office	\$0
Public Relations	\$0
Radiology Technology	\$0
Recreation Leadership	\$0
Recruitment	\$0
Registrar	\$170,000
Respiratory Therapy	\$0
Retention	\$0
Security	\$0
Social Studies	\$600
Teacher Prep/Teacher Resource	\$20,000
Telecommunications Network	\$0
Telecommunications Technology	\$11,000
Veterans' Office	\$20,000
Vice President/Academic Affairs	\$80,000
Vice President/Administration	\$0
Vice President/Student Services	\$0
Women's Center	\$0
TOTAL SAVINGS (All Depts.)	\$2,402,050

Based upon the analyses, Alternative 2 may provide a total estimated personnel savings of approximately \$2.4 million annually.

Combined, it is estimated that under Alternative 2, the College may see a total annual savings of approximately \$3.2 million through the consolidation of utilities and personnel, a positive impact on ECC's fiscal resources.

Significance of Impacts

The projected \$3.2 million in O&M savings under Alternative 2 is a positive impact and would aid in off-setting potential adverse implications associated with a drop in enrollment described below. Therefore, no mitigation is necessary.

[**Note:** The potential efficiency savings identified above may not necessarily change the overall size of the County-wide organization. Due to existing union contracts and employee "bumping rights," some staff positions likely to be saved at the College under Alternative 2 could move elsewhere in the County workforce. This has the potential to counterbalance some of the financial and staffing savings made possible by a single Campus consolidation.

Erie Community College has four labor unions that collectively represent most of its employees. Two of the unions are specific to the College—the Faculty Federation of ECC (FFECC) and the Administrators' Association of ECC (AAECC). As College-specific bargaining units, neither FFECC nor AAECC have County-wide bumping rights. As a result, staffing efficiencies realized within these unions are not likely to significantly reduce the savings estimated in the O&M study.

The issue is more complicated for the two unions represented at the College which are also represented at Erie County—AFSCME (AFL-CIO) and CSEA (Civil Service Employees' Association). For both of these bargaining units, members retain County-wide bumping rights. Under this arrangement, staff downsized under a single-campus plan could have the option to move elsewhere within County government. Per the current CSEA contract, "...when any other employee in the noncompetitive class, unclassified service, or labor class is to be laid off, due to a reduction in the work force, he shall be permitted to replace an employee with less seniority. Such an employee may, if he so desired, bump any employee in the same class title providing the bumping employee has greater seniority than the employee he bumps." Furthermore, all part-time staff within the County-wide unions would face layoff before full-time staff could be downsized. Again, per the CSEA contract, "Before any permanent incumbent in any job classification is laid off in any department or institution, all part-timers, then temporary, then probationary employees in that department or institution in the same classification shall be first laid off in that order."

These bargaining provisions have implications for the O&M savings estimated above. While the estimates in this study suggest a significant savings potential under Alternative 2, those savings

are likely to be reduced somewhat by an indeterminable factor, due to existing bargaining agreements.]

5.2.2.1.4 College Fiscal

5.2.2.1.4.1 Enrollment

[**Note:** The following projections are partially based on demographic projections for Erie County and partially based on experience and knowledge of the community college population, and behaviors of the average community college student. However, it is important to note that the projections are assumptions at best, since it is difficult to project the behaviors of large populations.]

Refer to *DGEIS Appendix A* for the methodology used to obtain the following enrollment projections.

Potential Impacts

As depicted on *Table 5.2.2-3 Alternative 2 Enrollment Projections*, the student FTE projections for Alternative 2 results in 9.7% less student FTEs than the Baseline 2015 projection. The loss of students occurs three ways. First by eliminating the North Campus the College places both Niagara Community College and Genesee Community College in a more competitive position in recruiting county residents. The county is already a net exporter of students to these institutions and Alternative 2 will expand those numbers.

TABLE 5.2.2-3 ALTERNATIVE 2 ENROLLMENT PROJECTIONS		
Alternative	Headcount	Student FTEs
2002 Existing	11,628	8,980.89
2015 Baseline Projections	11,821	9,222.00
2015 Alternate 1 Projections	12,188	9,423.00
2015 Alternate 2 Projections	10,323	8,323.00

On the opposite side of that equation, and as depicted on *Table 5.2.2-4 Summary of Projections*, students that the county attracts from all six surrounding counties will be reduced. This assessment assumes most of the students whose home counties have similar programs to ECC will take courses there. For student taking unique ECC programs they will continue to attend ECC.

**Table 5.2.2-4
Summary of Projections**

Alternatives		Nine Credits & Under	Total Erie County Residents	Surrounding Six Counties	Other Students
Baseline Projection					
	Headcount		11,114	554	153
	FTEs		8,690.00	415.00	116.77
Alternative 1					
	Headcount	3,292	11,332	703	153
	FTEs	1,240.00	8,780.00	527.00	116.77
Alternative 2					
	Headcount	2,306	9,952	218	153
	FTEs	869.00	8039.00	166.00	117.00

The in-County and out-of-County students, are projected to form the majority of the FTE loss, which could have the greatest impact on County chargebacks. However, the high credit group may find the Downtown Campus appealing due to the emerging businesses and employment opportunities, and the likelihood that a consolidated Campus would act as a catalyst for additional development downtown as described above in *DGEIS Section 5.2.2.1.2.1 Job Creation and Payroll Impacts*. It is this student group where they are more likely to be working in non-professional and low-wage jobs to support their college educations. The Downtown Campus may become appealing to this student group as additional job opportunities around the City Campus arise.

The third element are those part-time students typically taking two courses or less. Given the elimination and convenience of two of the three campuses, the attendance of these students at ECC will be reduced. Presently these students are hidden within the larger populous of the College and benefit from the existing three campus system They will avail themselves to other institutions that conform to their home and work route or not attend.

The direct results of the enrollment projections show that Alternative 2 may reduce the College's enrollment by approximately 1,498 students over the baseline projections, resulting in an FTE loss of approximately 899, a 9.7 percent drop. This projected loss would presumably translate into adverse impacts on the fiscal resources of ECC and the County in the form of additional chargebacks and the loss of tuition and state aid. These additional potential impacts are discussed below in *DGEIS Sections 5.2.2.1.4.2 Chargebacks* and *5.2.2.1.4.3 Tuition and State Aid Impacts*.

This drop in enrollment under Alternative 2 is projected for the year 2015, presumably at the full build-out period for the consolidated Campus. However, it must be stated that there would likely be a gradual drop in enrollment during the initial phases of consolidation, with the potential of seeing an increase in enrollment once the consolidated Campus is completed and is

offering high quality, state-of-the-art facilities and learning environments. Furthermore, as described in more detail above in *DGEIS Section 5.2.2.1.2.1 Job Creation and Payroll Impacts*, a consolidated Downtown Campus would likely act as a catalyst and induce additional development around the City Campus, thus enriching the Downtown atmosphere and making it more appealing to additional students.

Nevertheless, a drop in enrollment must be expected, and mitigative measures should be considered.

Mitigation

One way to off-set the impact of the consolidated campus on enrollment is to establish extension centers to compensate for the lack of presence in the northeastern and southern regions of the County. The use of extension sites should be effective in retaining those students taking a modest number of credits. Extension centers vary greatly in their effectiveness. Well-placed sites could retain approximately 60 to 110 FTEs each.

The proposal is to create three centers with two placed in the northern townships. The three centers should be able to compensate for some of the projected loss by the nine credits and under students. The northern extension centers would not though be competitive against the other regional community colleges.

An extension center to the south might actually result in a larger enrollment. Without the alternative of Genesee and Niagara Community College, students from the south townships will probably take as many courses as available at the center in conjunction with the consolidated campus. The result will not be additional students but in fact a modest cannibalization of the new campus.

The impact of appropriate extension centers should be able to offset approximately 409 FTEs of the loss projected by Alternative 2

While direct mitigation for in County and out-of-County students is difficult, it is likely that once the City Campus is in operation, its state-of-the-art facilities and enhanced educational program offerings, including partnerships with BNMC, the University at Buffalo Center for Bioinformatics, UB South (medical/dental) Campus, and ECMC will act to attract additional students from these two groups. Also, as previously stated, any potential loss would presumably take place in increments over the implementation period of Alternative 2.

In addition, there are a number of positive benefits of a consolidated Campus, which, in aggregate, may outweigh the impact of an initial drop in enrollment. These potentially positive impacts include the cost benefits of a more efficient Campus, the catalytic economic impacts that the Downtown Campus could create, the economic benefits of conveying the suburban

Campuses to private developers, and the associated local and regional economic benefits of private development on those Campuses. These benefits are discussed in more detail below.

Furthermore, Erie County is currently in discussions with Niagara County Community College regarding a possible partnership, which would, among several other benefits, provide additional educational services to students who live on the outer fringes of the County who find it more convenient to attend neighboring county community colleges. Such a partnership would presumably provide positive fiscal benefits to both counties as well.

Lastly, the consolidation will alleviate many redundancies, as described below, which are currently stressing ECC financially. Therefore, consolidation will result in a higher percentage of ECC's operating budget finding its way into the classroom, thus leading to higher quality education.

Significance of Impacts

Due to the fact that properly placed extension centers would likely help ECC retain students taking nine credits and under, and possibly attract additional students in this group, combined with the potential for a future increase in enrollment after full build-out, the numerous economic and fiscal benefits associated with the closing of the suburban Campuses and a consolidated Downtown Campus and the likely increase in the amount of the ECC operating budget being invested in the classroom resulting in an improved quality of education, the projected drop in enrollment is not considered a significant impact.

5.2.2.1.4.2 Chargebacks

Methodology

In order to calculate net chargeback differences to Erie County under a non-consolidated (Alternatives 1 and 3) versus consolidated (Alternative 2) Campus deployment, enrollment projections were used to gauge: (1) What changes would occur to that segment of ECC's student base that currently resides outside of Erie County; (2) What would be the impact of additional or fewer Erie County residents choosing to enroll at one of the neighboring counties' community colleges?

The analyses presented below are based on two main assumptions. First, apart from any change in the size of the "imported" student population, the distribution of student origin by county will remain approximately the same. Currently, 56 percent of ECC's imported student population resides in Niagara County; 14 percent in Cattaraugus; 12 percent in Chautauqua; 10 percent in Wyoming; 7 percent in Genesee; and 1 percent in Orleans. Second, apart from any change in size of the "exported" student population, the distribution of Erie County residents to community colleges in other counties will remain generally the same. Currently, 76 percent of Erie residents who attend a community college other than ECC are enrolled at Niagara County

Community College (NCCC); 21 percent are enrolled at Genesee Community College (GCC); and the remainder—between 2 and 3 percent—are at Jamestown Community College (JCC).

[**Note:** While these estimates are based on enrollment projections for 2015, all calculations use current 2002-03 chargeback rates and do not project changes in chargeback rates. Projecting changes in the rates themselves is particularly difficult, given that they are driven by participation and county budgetary contributions.]

Potential Impacts

Enrollment projections for Alternative 2 show decreases in FTEs for both Erie residents and non-Erie residents imported by ECC. The size of the cohort projected to attend ECC from other counties in 2015 is 166 FTEs, while the size of the resident cohort is projected to drop by roughly 410 FTEs (from 8,448.94 currently to 8,039.00). Conservatively assuming that half of those students (205) are actually choosing ECC over another community college, Erie's exported students number rises by the same.

Relative to each of the neighboring counties with which Erie imports and/or exports students, the difference moves against Erie's favor in this Alternative. Overall, the net chargeback differential would jump to roughly \$2.3 million, as shown in *Table 5.2.2-5 Community College Student Chargeback Differentials for Erie County Under Alternative 2*. This is approximately \$1 million worse than Erie's current chargeback differential.

TABLE 5.2.2-5 COMMUNITY COLLEGE STUDENT CHARGEBACK DIFFERENTIALS FOR ERIE COUNTY UNDER ALTERNATIVE 2			
County	Chargeback Revenue to Erie for Imported Students	Chargeback Cost to Erie for Exported Students	Net Chargeback Differential for Erie
Cattaraugus	\$40,391	\$0	+\$40,391
Chautauqua	\$33,928	\$57,229	-\$23,301
Genesee	\$21,003	\$498,635	-\$477,632
Niagara	\$164,793	\$2,023,631	-\$1,858,837
Orleans	\$2,693	\$0	+\$2,693
Wyoming	\$30,158	\$0	+\$30,158
Total/Net Diff	\$292,966	\$2,579,495	-\$2,286,529

Erie County presently maintains an approximate \$1.3 million negative chargeback differential with its neighboring counties. In other words, Erie is paying out more for Erie residents attending other counties' community colleges than it takes in from other counties' residents attending ECC. While ECC realizes more than \$700,000 in chargeback revenues by enrolling non-Erie residents, Erie County pays out roughly \$2 million to other counties (though it then passes that cost back to the locality in which the "exported" student resides). Under the two main Campus deployment Alternatives, this chargeback differential has the potential to change markedly. Under Alternative 1, which would include an investment in the existing Campus deployment arrangement, increases in FTEs are estimated to drop the chargeback differential to roughly \$750,000, about half of its current level but still not in Erie County's favor. Under Alternative 2, which would entail a Downtown consolidation, decreases in FTEs are estimated to increase the chargeback to roughly \$2.3 million, about double what it currently is against Erie County's favor.

Mitigation

The projected \$1 million increase in chargebacks under Alternative 2 would be an adverse impact on ECC fiscal resources. However, ECC may be able to recapture a significant number of students taking nine credits and under, approximately 358 FTEs, with the potential of attracting additional students with the establishment of these extension centers. Therefore, extension centers will provide measurable relief to the County's chargeback totals.

Furthermore, the projected increase in chargebacks and associated adverse fiscal impacts on ECC, would be mitigated through additional means, including the anticipated improved personnel and utility efficiencies of a consolidated Campus, and the revenue generated from the sale of the suburban Campuses. Furthermore, the projected local and regional property tax and payroll impacts resulting from private development on the suburban Campuses and the expected catalytic development around the City Campus will result in significant positive economic impacts and will aid in off-setting the adverse fiscal impacts of a drop in enrollment (Refer to *DGEIS Section 5.2.2.1.2.1 Job Creation and Payroll Impacts* for additional information on the numerous local and regional economic benefits from Alternative 2).

Significance of Impacts

While the projected loss of students in the over nine credit group is the most difficult to mitigate under Alternative 2, it is likely that once the City Campus is in operation, its state-of-the-art facilities, combined with an enhanced educational program offering, including partnerships with the BNMC including the University at Buffalo Center for Bioinformatics, UB South (medical/dental) Campus, and ECMC, will act to attract additional students from this group.

ECC would be able to recapture the nine credits and under group, an estimated 409 FTEs through extension centers, thus partially mitigating the projected increase in the chargeback figures. However, the majority of these students are in the under 9 credit group and are not necessarily the group of students that would be attending a community college outside of ECC if the suburban campuses were to close.

The estimated increase in chargebacks under Alternative 2 would be further mitigated through the numerous economic benefits of a consolidated Campus and opening of the suburban Campuses to private development, thus resulting in significant local and regional economic impacts. Taking the numerous positive economic benefits of a consolidated Downtown Campus into account, the projected drop in enrollment and associated ECC fiscal implications are not anticipated to be significant.

5.2.2.1.4.3 Tuition and State Aid Impacts

Potential Impacts

Under Alternative 2, the projected enrollment drop will result in both tuition revenue and state aid drops. Based on 2003 tuition and state aid figures, a loss of approximately 658 FTEs under Alternative 2 would reduce tuition revenue by \$1.8 million and drop state aid by \$1.5 million when compared to the current figures. This results in an approximate combined loss of \$3.3 million per year, an adverse impact on the fiscal resources of the college.

[**Note:** These estimates are generated using FTE enrollment projections only, for reference purposes. They include part-time, per-credit tuition students only in the form of FTEs.]

Mitigation

Mitigation would be in the form of extension centers to recapture the approximately 409 FTEs taking nine credits and under projected to be lost under Alternative 2. As previously stated, it is reasonable to assume that extension centers will result in recapturing this student group, which would decrease the projected loss in tuition and state aid under Alternative 2 from \$3.3 million to \$1.3 million.

Furthermore, Alternative 2 is projected to provide numerous fiscal benefits to the local and regional economies through additional development in downtown Buffalo and private development on the suburban Campuses which will result in significant property tax revenues and positive payroll impacts. Additionally, the revenue generated through the sale of the suburban Campuses will also provide significant economic benefits to ECC and the County. The improved personnel and utility efficiencies under Alternative 2 will also provide significant relief to the current fiscal impacts of a three-Campus institution with fiscally draining redundancies. In aggregate, these positive economic and fiscal impacts will aid in offsetting the adverse impacts of a drop in state aid and tuition through the projected loss in students under Alternative 2. Refer to *DGEIS Section 5.2.2.1.2.1 Job Creation and Payroll Impacts* for additional information on the positive economic benefits of a consolidated Campus under Alternative 2.

Significance of Impacts

Alone, the estimated annual loss of tuition and state aid of \$ 3.35 million would be considered an adverse fiscal impact on ECC. However, through the use of extension centers which will offset the projected drop by approximately \$1.3 million, coupled with the countless economic benefits of a consolidated Campus, the projected loss in tuition and state aid is not anticipated to be significant.

5.2.2.1.4.4 Student Costs

Potential Impacts

Similar to Alternative 1, ECC will be investing in new, state-of-the-art facilities for its future students. As a result, there will likely be the need to periodically increase the annual tuition to meet the financial requirements of the college. However, it should be noted that unlike Alternative 1, which does not include the potential of alternative sources of funding such as public-private partnerships, Alternative 2 would utilize numerous funding sources for the implementation of the projects, with minimal direct reliance on student tuition.

The one likely direct cost as a result of Alternative 2 will be parking fees. As further described below in *DGEIS Section 5.2.2.1.5.2 Parking*, the cost for downtown parking under Alternative 2 is estimated at around \$216.00 per semester per student.

Mitigation

The use of public-private partnerships and the use of alternative forms of financing could off-set the cost of parking to students. Furthermore, the College may wish to consider revising its class schedules to reduce peak demand. This would involve shifting classes from the AM to the PM time period. Parking providers would likely bid a lower cost per space for fewer spaces, knowing that spaces would be full all day. If class times were equally distributed during the day, the number of needed spaces could be reduced to 2,000. This would potentially lower the total cost of parking by 10 to 15 percent.

Significance of Impacts

Due to the fact that adequate surface parking currently exists in the immediate vicinity of the proposed consolidated Campus to meet the demand of parking under Alternative 2, along with the fact that the projected cost of parking, which may be passed off to students, can be dramatically reduced through public-private partnerships, alternative means of financing, and a rearrangement of the class schedules to alter the peak times for parking, Alternative 2 will not result in significant adverse impacts on student parking around a consolidated Downtown Campus.

5.2.2.1.5 Transportation

Methodology

To determine the effects on the Transportation System related to implementation of Alternative 2, a detailed and broad-focused traffic impact study has been completed for the build-out year 2015. This study assesses travel movements of students, faculty, and staff to the three Campuses, and compares these trips with resulting trips should all Campus activities be focused at a single downtown site.

The travel times presented here do not consider student choice of work location, or work location as a factor in the presented student travel times. There are a multitude of factors that determine a student's work location. These include:

- A certain percentage of students will value work as a preeminent activity in their lives. These students may include working parents, or semi-professionals who are looking to use school to improve their position. It may also include those students who have a well-paying job, but wish to change career fields. These students may be likely to select a college based on how it fits into their working lifestyle. Students who, for example, have jobs in the City of Buffalo may find a Downtown Campus more convenient, while students who work near suburban Campuses may not.
- Other students will place more emphasis on school as a factor, and will take jobs at locations that are convenient for them. This includes students who have essentially unskilled jobs, and who may be working solely to support their education. These students will have a tendency to select the Campus of their choice first, and work location will follow.
- A third category of students include those that do not work while attending school.

Because of the variables determining which students fall into each of the above categories, and the inability to identify student work locations, it is impossible to quantify the effect a Campus change would have on total student population travel time as it relates to work. Suffice to say, a fraction of students will be *positively* affected by a Campus change; a fraction will be *negatively* affected; and a fraction of students will notice no perceivable difference in overall travel time. Future student behaviors will be related to locations of employment centers, and in particular, those jobs which community college students may qualify for.

Student/Faculty/Staff Populations

At the heart of the traffic impact study are known student/faculty/staff populations from each of the 17 legislative districts in Erie County. Erie Community College³⁶ provided these statistics for fall 2002, for each of the three Campus destinations and are represented in *Figures 5.2.2-1* through *5.2.2-3*. Faculty and staff populations were provided in spreadsheet format and indicate address and primary Campus.

Out-of-County students are considered by being assigned one of four nodes, equivalent to the 17 county legislative districts for the purpose of the study. These are:

- Node 18 – Niagara and Orleans Counties
- Node 19 – Genesee and Wyoming Counties

³⁶ ECC GIS Certificate Program, April 11, 2003, M. Courneen

- Node 20 – Cattaraugus and Chautauqua Counties
- Node 21 – Ontario, Canada

FIGURE 5.2.2-1

ECC STUDENT POPULATIONS

PER LEGISLATIVE DISTRICT NORTH CAMPUS

FIGURE 5.2.2-2

ECC STUDENT POPULATIONS

PER LEGISLATIVE DISTRICT CITY CAMPUS

FIGURE 5.2.2-3

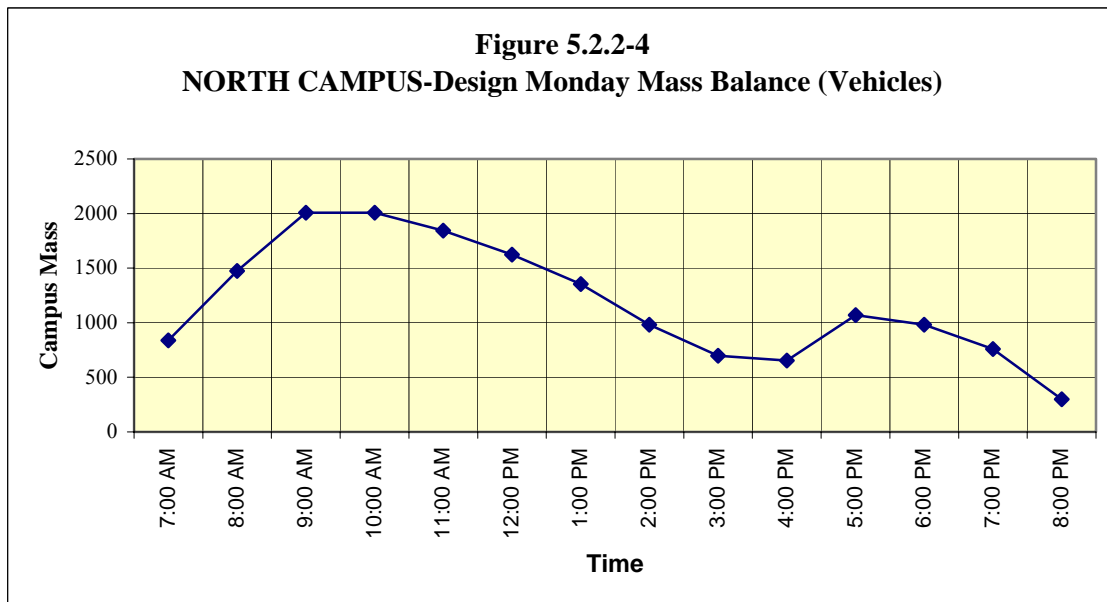
ECC STUDENT POPULATIONS

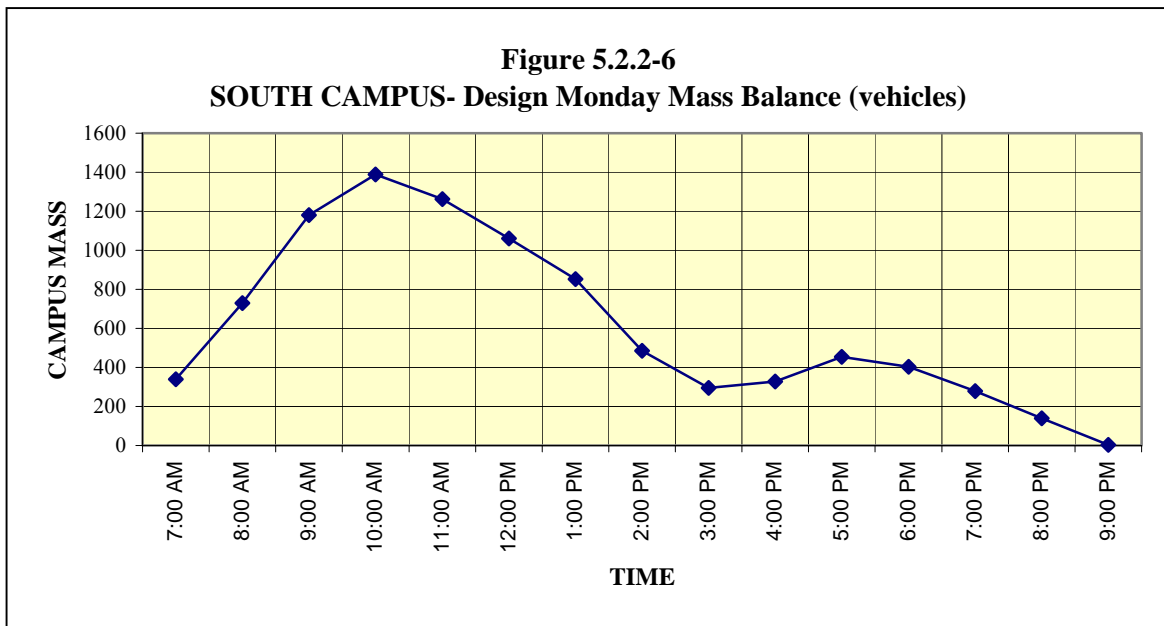
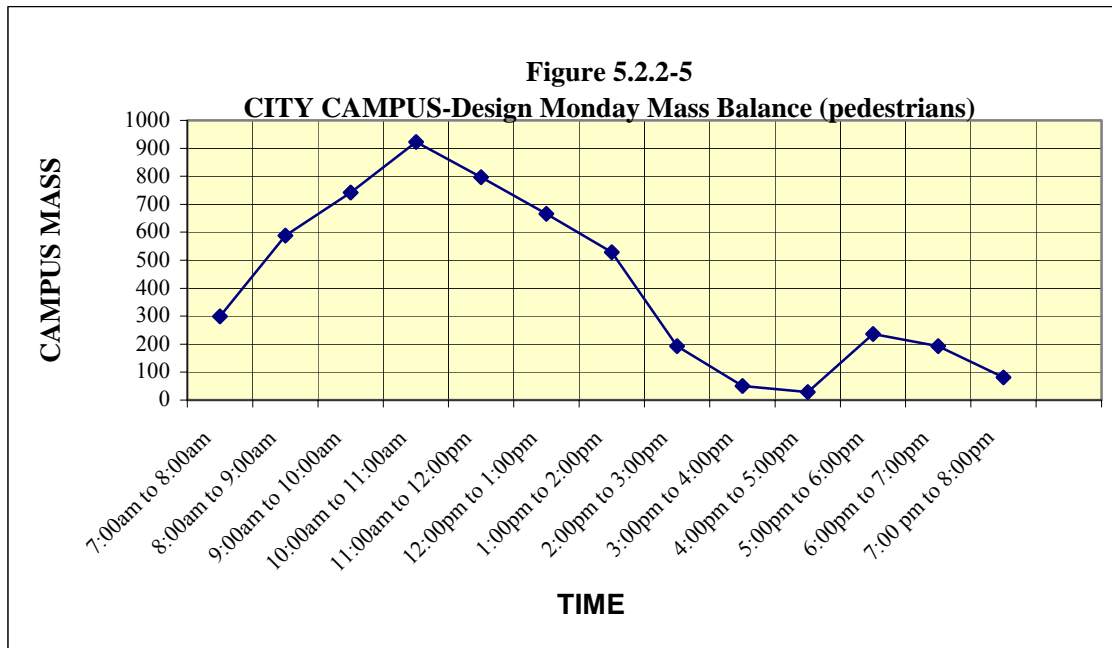
PER LEGISLATIVE DISTRICT SOUTH CAMPUS

Student data representing fall 2002 is adjusted for 2015 based on this report's enrollment projections, which estimate where future student populations will originate from. While statically tomorrow's students can originate from any legislative district, the assumption is that student enrollment patterns will remain proportional to area populations in a similar fashion as seen today. Faculty and staff populations are assumed to be similar in nature to those populations by Town or Legislative District found today, but are adjusted proportionately in accordance with projected student population changes in 2015.

Determination of Design Day

Campus class schedules were assessed by day of week to determine the critical design day. These were compared to machine traffic counts to confirm correlation of data. An assessment of the data identifies Monday as the design day. Monday has more class starts and higher recorded traffic volumes on Campuses than any other weekday. Where data has been collected on other days of the week, it has been adjusted to reflect what is termed the College "Design Monday." The results of this analysis are provided in *Figures 5.2.2-4* through *5.2.2-6* for North, City, and South Campuses.





Trip Determination

To determine trips taken by students, faculty, and staff, mechanical vehicle hose counts and manual pedestrian counts were taken at the North, South, and City Campuses, respectively. The purpose of these counts was to attempt to correlate trips to and from the Campus with known Campus populations. Inherent in these counts are local trips around the Campus during the day, which includes trips for lunch, gas, banking, etc. These trips represent a portion of all Campus trips, and have been estimated from data obtained. The balance of these trips include trips from home, to the Campus, and back. While many students work, it is practically impossible to determine frequency, time, and destination of these work places. For purposes of this study, and based on data assessment, the following assumptions have been made:

- 60 percent of the daily Campus populations make two trips per day—one to the Campus and one returning home.
- 40 percent of the daily Campus populations make four trips daily—two each to the Campus and home.

These assumptions are borne out by assessing entering and exiting traffic on the Campuses, and correlating them to parking lot demand data. These data clearly show that a majority of students at the College leave directly after classes, as parking lot counts diminish rapidly during off-peak class times. There is a clear correlation between classes in session and parking demand as a function of time of day. This is borne out in *Tables 5.2.2-6* through *5.2.2-7*, which summarize parking and pedestrian counts on the Design Monday for the North, City, and South Campuses.

Class starts on all Campuses were used to assess the total number of students, faculty, and staff that would attend the Campus on the critical day of the week, referred to as the “Design Monday.” On average, 47 percent of all classes meet on Monday. Therefore, this percentage was selected to determine the percentage of total students that attend classes on Monday.

Faculty and staff attendance on Monday has been estimated at $(1+0.47)/2 = 74$ percent. This estimate assumes certain faculty only attend when their class is in session, but that administrative and support staff attend daily.

Table 5.2.2-6 Design Monday North Campus

(Based on adjusted hose counts, Spring 2003)

Time	North campus (in)						Total in (veh/hr)	North campus (out)						Total out (veh/hr)	campus mass (vehicles)
	1	2	3	4	5	6		1	2	3	4	5	6		
7:00 AM	335	242	134	4	135	70	920	21	11	14	6	25	6	81	838
8:00 AM	284	207	108	4	174	48	825	75	44	33	12	21	6	190	1473
9:00 AM	367	236	178	4	148	32	965	190	99	54	29	47	11	431	2007
10:00 AM	247	167	72	4	102	48	640	210	123	98	80	87	41	639	2008
11:00 AM	149	113	58	3	72	47	441	201	120	98	58	97	32	606	1844
12:00 PM	223	200	30	1	134	59	648	335	144	110	119	124	36	868	1623
1:00 PM	118	57	3	3	59	57	296	247	117	1	57	88	54	564	1355
2:00 PM	106	72	15	4	59	51	307	255	163	3	108	106	46	680	981
3:00 PM	89	36	1	1	21	37	185	193	90	1	37	86	62	469	698
4:00 PM	204	123	6	3	59	58	453	173	97	3	44	141	40	497	653
5:00 PM	265	192	17	4	113	76	667	97	76	4	18	41	15	251	1069
6:00 PM	87	51	83	7	26	26	280	150	98	28	59	19	12	367	982
7:00 PM	102	40	33	0	12	33	220	217	95	46	21	48	17	443	759
8:00 PM	24	10	8	0	4	7	53	233	116	59	28	69	8	513	299
9:00 PM	11	15	4	0	3	6	39	108	39	22	17	40	8	233	105

Daily Totals: 2610 1762 752 47 1127 662 6938 2706 1433 577 695 1044 399 6834

Table 5.2.2-7 Design Monday City Campus

(Based on Pedestrian Counts, Spring 2003)

Time	City campus (in)				Total in (ped/hr)	City campus (out)				Total out (ped/hr)	campus mass
	1	2	3	4		1	2	3	4		
7:00am to 8:00am	0	169	130	0	299	0	0	0	0	0	299
8:00am to 9:00am	23	158	137	1	320	4	19	7	0	31	588
9:00am to 10:00am	17	140	101	8	266	2	52	50	8	113	742
10:00am to 11:00am	35	280	219	0	534	15	237	102	0	353	923
11:00am to 12:00pm	12	96	70	3	181	9	190	108	0	307	797
12:00pm to 1:00pm	15	83	102	3	203	13	169	152	0	334	666
1:00pm to 2:00pm	18	70	134	3	225	18	149	196	0	362	529
2:00pm to 3:00pm	4	56	72	2	134	37	169	264	0	470	193
3:00pm to 4:00pm	6	37	46	3	93	16	94	117	7	235	51
4:00pm to 5:00pm	16	91	113	7	226	17	99	124	7	249	28
5:00pm to 6:00pm	23	133	167	10	334	9	50	63	4	126	236
6:00pm to 7:00pm	10	56	70	4	140	13	73	92	6	184	193
7:00 pm to 8:00pm	8	44	55	3	110	16	89	111	7	222	82

Daily Total: 188 1417 1420 51 3066 169 1393 1390 42 2984

Table 5.2.2-8 Design Monday South Campus

(Based on adjusted hose counts, Spring 2003)

Time	South campus (in)				Total in (vehicles)	South campus (out)				Total out (vehicles)	campus mass (vehicles)
	1	2	3	4		1	2	3	4		
7:00 AM	74	177	79	93	423	7	39	32	6	84	339
8:00 AM	99	213	80	83	476	6	36	28	16	86	729
9:00 AM	156	337	86	83	663	42	110	37	22	211	1181
10:00 AM	118	247	80	102	548	66	170	50	54	340	1389
11:00 AM	22	126	45	28	220	69	151	55	72	346	1263
12:00 PM	93	226	64	57	441	142	318	93	89	642	1061
1:00 PM	50	111	25	25	210	69	201	88	61	419	852
2:00 PM	25	77	28	18	147	85	303	63	64	514	485
3:00 PM	23	79	35	25	162	64	155	79	55	353	294
4:00 PM	74	150	29	57	311	39	152	58	28	278	328
5:00 PM	48	153	23	28	253	15	65	29	18	126	454
6:00 PM	35	93	23	15	166	39	117	25	37	218	403
7:00 PM	53	117	12	29	210	60	195	37	44	335	278
8:00 PM	6	19	6	3	34	44	103	12	15	173	139
9:00 PM	3	7	3	1	15	35	82	15	19	150	3
	880	2133	619	647	4279	781	2197	699	599	4276	

Using the above assumptions, a population trip factor of 2.8 trips per person is developed. This number correlates well with total observed trips at all Campuses. Note that at City Campus, a “trip” is taken as a pedestrian entering or leaving the Campus, as physically counted during Spring 2003.

Trip Distribution

Each of 21 origin “nodes” (representing 17 legislative districts and from out-of-county areas) were assessed to determine likely trip routes from the nodes to the Campuses. Where different routes could be taken to reach a Campus, each roadway was assigned a probability factor, with all probability factors summing to one. For example, trips from the Walden Galleria Mall to the City Campus were distributed to the Kensington Expressway (NY Route 33), Route I-90, and I-190, and local roads in a percentage fashion. This exercise was completed for each district, and to each Campus. Since trip behavior is a function of travel time and likelihood of avoiding delay, logical estimates of the percentage of each roadway being used were taken.

For each of approximately eighty (80) major roadway segments analyzed, trip distribution percentages were multiplied by student/faculty/staff populations per Campus per legislative district and summed in a spreadsheet format. For 2015 Campus populations, the results

represent the travel impact the College has on the County roadway network under Alternative 1, Maintain Three Campuses.

To determine the effect on the roadway network from Alternative 2, the above exercise was repeated, except that the entire student/faculty/staff population was rated to the City Campus. Percentages for trip distribution are equivalent to those used for Alternative 1. The results represent the travel impact the College has on the County roadway network under Alternative 2, Consolidate Downtown.

Because much of the impact involves redistribution of traffic trips, this change can be either positive or negative. A positive change represents an impact on the roadway segment traffic. A negative change represents an improvement in the roadway segment traffic. *Table 5.2.2-9 Summary of Traffic Impacts Alternative 2* summarizes traffic impacts for the roads affected by consolidation of Campuses.

Assessment of Traffic Impacts

The true traffic impact of Alternative 2 is the change in traffic on any road segment between Alternative 2 and Alternative 1. To achieve these impact values, the difference in estimated traffic volumes has been determined between Alternatives 1 and 2.

It is interesting to note that the proportion of City Campus population “trips” to population is very similar to those noted on North and South Campuses. In essence, student/faculty/staff trip behaviors at all three Campuses is similar in nature. A trip factor of 2.8 is suitable at the North, South, and City environments.

To assess traffic impacts on the road network, baseline traffic volumes were obtained from the Greater Buffalo Niagara Regional Transportation Committee (GBNRTC). GBNRTC is the Metropolitan Planning Organization (MPO) for Erie and Niagara Counties. GBNRTC has available Regional Transportation Models, which can be used to determine future planning period traffic.

GBNRTC has provided 2015 estimated projections of traffic for the countywide road network. These volumes are used as a baseline, and impacts identified in this study are added to or subtracted from the baseline data. The baseline data, impacts, and resulting 2015 roadway segment volumes are presented in *Table 5.2.2-9 Summary of Traffic Impacts Alternative 2*.

TABLE 5.2.2-9
ERIE COMMUNITY COLLEGE
CAMPUS MASTER PLAN AND GEIS
SUMMARY OF TRAFFIC IMPACTS
ALT 2

I-90

901	NYS THRUWAY	MILESTRIP(56) TO RIDGE(55)
901	NYS THRUWAY	RIDGE(55) TO RT 400(54)
901	NYS THRUWAY	RT 400(54) TO I-190(53)
901	NYS THRUWAY	I-190 (53) TO WALDEN(52)
901	NYS THRUWAY	WALDEN(52) TO KENSINGTON EXPWY(51)
901	NYS THRUWAY	KEN EXPWY(51) TO I-290(50)
901	NYS THRUWAY	I-290(50) TO TRANSIT(49)

I-190

190I	NIAGARA THRUWAY	I-90 TO ELM/OAK
190I	NIAGARA THRUWAY	ELM/OAK TO SCAJAQUADA EXPWY
190I	NIAGARA THRUWAY	SCAJAQUADA EXPWY TO I-290

RT 198

198	SCAJAQUADA EXPWY	I-190 TO DELAWARE
198	SCAJAQUADA EXPWY	DELAWARE TO KENSING EXPWY

I-290

290I	YOUNGMANN EXPWY	I-190 TO I-990
290I	YOUNGMANN EXPWY	I-990 TO I-90

RT 33

33	KENSINGTON EXPWY	ELM/OAK TO RT 198
33	KENSINGTON EXPWY	RT 198 TO I-90
33	KENSINGTON EXPWY	I-90 TO UNION
33	KENSINGTON EXPWY	UNION TO GENESEE
33	GENESEE STREET	GENESEE TO TRANSIT

I-990

990I	LOCKPORT EXPWY	I-290 TO SWEET HOME
990I	LOCKPORT EXPWY	SWEET HOME TO N.FRENCH

RT 219

219	SOUTHERN EXPWY	RT 20A TO MILESTRIP
219	SOUTHERN EXPWY	MILESTRIP TO I-90

RT 400

400	AURORA EXPWY	BIG TREE RTS 20A/78 TO TRANSIT
400	AURORA EXPWY	TRANSIT TO I-90

RT 62

62	S PARK AVE	N VILLAGE LINE TO RT 20
62	S PARK AVE	RT 20 TO RIDGE
62	S PARK AVE	RIDGE TO BAILEY
62	BAILEY AVE	SOUTH PARK TO WILLIAM
62	BAILEY AVE	WILLIAM TO KENSINGTON EXPWY
62	BAILEY AVE	KENSINGTON EXPWY TO SHERIDAN
62	NIAGARA FALLS BLVD	SHERIDAN TO MAPLE
62	NIAGARA FALLS BLVD	MAPLE TO I-290

RT 5

5	LAKESHORE RD	RT 75 TO RIDGE
5	FUHRMANN BLVD	RIDGE TO I-190
5	MAIN STREET	GOODELL TO RT 198
5	MAIN STREET	RT 198 TO NF BLVD
5	MAIN STREET	NF BLVD TO I-290
5	MAIN STREET	I-290 TO EVANS
5	MAIN STREET	EVANS TO TRANSIT RD

RT 75

75	CAMP RD	RT 20 TO RT 5
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RT 78

20/78	TRANSIT RD	RT 16 (SENECA ST) TO RT 400
20/78	TRANSIT RD	RT 400 TO BROADWAY
78	TRANSIT RD	BROADWAY TO I-90
78	TRANSIT RD	I-90 TO MAIN

RT 240

240/277	ORCHARD PK RD	RT 20A TO SOUTHWESTERN
240/277	ORCHARD PK RD	RT 20 SOUTHWESTERN TO RIDGE
240	HARLEM RD	RIDGE TO WILLIAM
240	HARLEM RD	WILLIAM TO KENSINGTON EXPWY
240	HARLEM RD	KENSINGTON EXPWY TO MAIN

RT 277

277	UNION RD	ORCHARD PARK RD TO SENECA
277	UNION RD	SENECA TO LOSSON
277	UNION RD	LOSSON TO WILLIAM
277	UNION RD	WILLIAM TO KENSINGTON EXPWY
277	UNION RD	KENSINGTON EXPWY TO WEHRL

LOCAL COUNTY AND CITY ROADS

CR4

CR4	ABBOTT RD	SOUTHWESTERN TO MILESTRIP
CR4	ABBOTT RD	MILESTRIP TO RIDGE

	WILLIAM ST	DOWNTOWN TO BAILEY
CR 207	WILLIAM ST	BAILEY TO BUFFALO CITY LN
CR207	WILLIAM ST	HARLEM TO I-90

CR290	WEHRLE DR	YOUNGS TO TRANSIT
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CR554	YOUNGS RD	WEHRL
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RT 130

	BROADWAY	DOWNTOWN TO BAILEY
	BROADWAY	BAILEY TO HARLEM

RT384

RT384	DELAWARE AVE	I290 TO I198
RT384	DELAWARE AVE	I198 TO CITY CAMPUS
	SWAN ST	WASHINGTON TO OAK
	ELM/OAK CORRIDOR	
		ELM ST
		OAK ST
	NIAGARA STREET	I-190 RAMP(N8) TO DOWNTOWN
	SENECA STREET	I-190 RAMP (N3) TO DOWNTOWN

1997 AADT	Volume Change (+/-)	Estimated 2015 AADT	LOS D Threshold	LOS E Threshold	Alt. 2 Traffic Impact	2015 Post Alt. 2 AADT	% Change in Traffic	Exceeds Next Threshold?
41,700	13,767	55,467	49,200	62,600	601	56,068	1.1%	NO
82,250	17,509	99,759	73,700	99,300	-1,490	98,269	-1.5%	NO
103,700	19,549	123,249	73,700	99,300	-804	122,445	-0.7%	NO
125,800	15,942	141,742	73,700	99,300	-2,158	139,584	-1.5%	NO
123,600	15,198	138,798	73,700	99,300	-2,368	136,431	-1.7%	NO
114,600	25,275	139,875	98,300	128,700	-3,498	136,376	-2.5%	NO
42,950	15,706	58,656	49,200	62,600	-1,033	57,623	-1.8%	NO
66,600	8,899	75,499	64,600	82,500	2,987	78,487	4.0%	NO
70,100	9,644	79,744	64,600	82,500	1,756	81,500	2.2%	NO
54,200	7,076	61,276	44,400	57,000	1,281	62,557	2.1%	NO
42,800	2,207	45,007	52,600	62,600	176	45,183	0.4%	NO
59,000	3,002	62,002	83,300	99,300	176	62,178	0.3%	NO
87,750	12,762	100,512	83,300	99,300	-48	100,465	0.0%	NO
109,000	13,564	122,564	83,300	99,300	-1,380	121,184	-1.1%	NO
69,000	3,732	72,732	111,200	132,500	4,624	77,356	6.4%	NO
113,500	9,988	123,488	83,300	99,300	646	124,134	0.5%	NO
65,800	7,664	73,464	52,600	62,600	620	74,085	0.8%	NO
50,200	4,916	55,116	52,600	62,600	620	55,736	1.1%	NO
41,700	6,904	48,604	48,100	53,500	620	49,224	1.3%	NO
44,900	10,731	55,631	111,200	132,500	52	55,684	0.1%	NO
24,700	7,083	31,783	83,300	99,300	52	31,836	0.2%	NO
31,200	7,539	38,739	52,600	62,600	-90	38,649	-0.2%	NO
41,600	8,050	49,650	52,600	62,600	-899	48,752	-1.8%	NO
22,650	4,493	27,143	52,600	62,600	233	27,376	0.9%	NO
40,500	5,957	46,457	52,600	62,600	647	47,104	1.4%	NO
16,000	762	16,762	14,500	16,250	504	17,266	3.0%	NO
19,500	-99	19,401	14,500	16,250	-414	18,986	-2.1%	NO
14,300	965	15,265	14,500	16,250	-108	15,158	-0.7%	NO
17,700	295	17,995	29,000	32,500	-108	17,887	-0.6%	NO
15,200	242	15,442	29,000	32,500	-108	15,334	-0.7%	NO
19,000	2,632	21,632	29,000	32,500	-69	21,563	-0.3%	NO
24,000	2,716	26,716	43,400	48,800	-69	26,647	-0.3%	NO
38,000	3,766	41,766	43,400	48,800	-69	41,697	-0.2%	NO
39,500	8,268	47,768	43,400	48,800	888	48,657	1.9%	NO
41,500	8,212	49,712	52,600	62,600	1,797	51,509	3.6%	NO
22,500	5,006	27,506	29,000	32,500	293	27,799	1.1%	NO
24,800	1,682	26,482	29,000	32,500	243	26,725	0.9%	NO
32,900	10,990	43,890	29,000	32,500	-865	43,025	-2.0%	NO
42,000	1,769	43,769	33,350	36,900	-3,982	39,788	-9.1%	NO
21,800	1,502	23,302	14,500	16,250	-1,660	21,642	-7.1%	NO
16,100	3,502	19,602	29,000	32,500	888	20,490	4.5%	NO
28,100	6,269	34,369	33,350	36,900	-946	33,423	-2.8%	NO
31,500	6,799	38,299	33,350	36,900	-946	37,353	-2.5%	NO
40,400	12,785	53,185	33,350	36,900	-1,320	51,865	-2.5%	NO
40,400	12,785	53,185	33,350	36,900	-2,057	51,128	-3.9%	NO
14,400	1,924	16,324	14,500	16,250	-209	16,115	-1.3%	NO
21,200	2,799	23,999	14,500	16,250	-209	23,790	-0.9%	NO
18,300	-450	17,850	29,000	32,500	-80	17,770	-0.5%	NO
23,200	1,279	24,479	33,350	36,900	-237	24,242	-1.0%	NO
18,000	4,420	22,420	14,500	16,250	-350	22,070	-1.6%	NO
23,400	1,174	24,574	33,350	36,900	-209	24,365	-0.9%	NO
32,000	1,212	33,212	33,350	36,900	-80	33,131	-0.2%	NO
40,900	2,768	43,668	33,350	36,900	-80	43,588	-0.2%	NO
33,500	3,341	36,841	33,350	36,900	-237	36,604	-0.6%	NO
14,900	4,992	19,892	33,350	36,900	-350	19,542	-1.8%	NO

1997 AADT	Volume Change (+/-)	Estimated 2015 AADT	LOS D Threshold	LOS E Threshold	Alt. 2 Traffic Impact	2015 Post Alt. 2 AADT	% Change in Traffic	Exceeds Next Threshold?
8,200	1,096	9,296	14500	16250	-2,564	6,732	-27.6%	NO
14,300	1,911	16,211	29000	32500	-140	16,071	-0.9%	NO
7981	1,038	9,019	29000	32500	479	9,497	5.3%	NO
11,000	744	11,744	29000	32500	330	12,074	2.8%	NO
20,800	1,408	22,208	29000	32500	330	22,538	1.5%	NO
16,600	1,123	17,723	14500	16250	-1,991	15,732	-11.2%	NO
11,600	785	12,385	14500	16250	-1,991	10,394	-16.1%	NO
9,531	1,239	10,770	29000	32500	479	11,249	4.4%	NO
11,530	1,499	13,029	29000	32500	330	13,358	2.5%	NO
11,300	765	12,065	14500	16250	176	12,241	1.5%	NO
24,400	1,651	26,051	29000	32500	128	26,179	0.5%	NO
3,350	227	3,577	18900	20650	299	3,876	8.4%	NO
38,900	5,057	43,957	43400	48000	11,164 6540 4624	55,121	25.4%	YES
17,467	2,271	19,738	29000	32500	351	20,089	1.8%	NO
7,725	1,004	8,729	29000	32500	597	9,327	6.8%	NO

To define whether a roadway segment will be adversely impacted by the consolidation of ECC, post-impact traffic volumes can be compared to threshold values. These “thresholds” identify critical traffic volumes where exceedance would result in a significant change in traffic operations. Thresholds are defined by a traffic engineering term known as “Level of Service” (LOS). Level of Service defines flow characteristics on a roadway, and is a function of number of lanes, lane width, on-street parking, or expressway condition, and other road factors. LOS A defines free flow conditions, and is essentially no-delay or speed disturbance. LOS B and LOS C define shades of higher demand and flow restrictions. LOS D, which is a threshold for this study, identifies a condition where traffic on a highway segment becomes significantly near capacity such that traffic “waves” form, delay is related to other vehicle's speed, and actions such as turning vehicles or breaking vehicles can affect operation. LOS E, a second threshold in the study, defines capacity operations, or a condition where the traffic volume is equal to the volume the roadway can carry. Volumes over LOS E levels are LOS F, and result in roadways which are subject to breakdown in operation, excessive delays, and non-function.

Table 5.2.2-9 Summary of Traffic Impacts Alternative 2 defines these threshold values for LOS D and LOS E. In the Table, a comparison is made as to whether the proposed action under Alternative 2 will result in the roadway segment surpassing a threshold value. Where the answer is yes or no, the same is indicated.

Travel Time Study

In addition to changes in traffic volumes and capacity assessment, a travel time study has been undertaken to compare Alternatives 1 and 2. The travel time study evaluates average student travel times from his or her town of residence to Campus, and compares that time with an average travel time under the consolidation Alternative. Web-based software Mapquest has been used as a basis for travel times. Adjustments have been made to account for delay and for time to walk from parked vehicle to Campus buildings. It is important to note that the results represent averages for travel from the center of population of each town. Dependent on the route selected, travel times will vary from these published values within each town.

The results identify that an average trip today from doorway to Campus takes about 18 minutes (this would also be expected for Alternative 1). Travel times under Alternative 2, on average, would increase to 21 minutes. When suburban Campus students alone are looked at, the figures are 19 minutes (Alternative 1) and 22 minutes (Alternative 2), respectively.

Of significance, rural and outward suburban students would see travel times increase by twelve to fifteen minutes. This is off-set by City Campus students, who would actually see a five-minute average reduction in travel time to reach the City Campus.

These study results are presented in detail in *Table 5.2.2-10 Travel Times For Students By Campus, By Town*.

TABLE 5.2.2-10

ERIE COMMUNITY COLLEGE
CAMPUS MASTER PLAN AND GEIS
TRAVEL TIMES FOR STUDENTS BY CAMPUS, BY TOWN

Note: Numbers Represent Total Students, not FTE's

TOWN OF STUDENT RESIDENCE	TOTAL STUDENTS	AGGREGATE STUDENT TRAVEL TIME (MINS.)						
		AVERAGE TRAVEL TIME (mins) (HOME TO CAMPUS)*			ALTERNATIVE 1-THREE CAMPUSES			ALT 2- CONSOLIDATION
		city	north	south	city	north	south	city
					all campuses		total travel time	total travel time
Akron	90	39	26	44	98	2621	211	2930
Albion	2	69	61	74	0	146	0	146
Alden	104	25	22	28	188	2059	672	2919
Allegany	2	85	89	75	106	107	0	213
Amherst	582	17	11	25	1381	6415	930	8726
Angola	138	32	37	27	680	1021	3175	4876
Arcade	15	49	51	46	184	245	442	870
Attica	4	43	36	48	54	130	0	183
Batavia	5	46	39	51	173	94	0	266
Blasdell	172	11	18	6	138	605	965	1707
Boston	31	29	34	19	0	286	547	833
Bradford, PA	3	90	95	80	0	342	0	342
Brant	11	36	41	26	45	394	62	501
Buffalo	4098	12	17	19	34155	28172	10032	72359
Cattaraugus	4	63	68	53	0	0	254	254
Chafee	6	40	45	30	0	0	216	216
Cheektowaga	801	10	9	22	1000	6286	3670	10955
Clarence	154	27	20	32	203	3336	346	3884
Colden	21	35	40	25	131	336	330	797
Collins	21	37	42	27	46	151	551	748
Corfu	24	34	29	39	0	696	187	883
Cowlesville	15	33	28	38	0	370	182	552
Darien	6	32	25	37	0	180	0	180
Delevan	8	49	54	39	0	194	234	428
Depew	380	17	13	22	659	5008	739	6406
Derby	97	29	34	19	580	367	1642	2589
Dunkirk	7	50	55	40	125	66	192	383
E Amherst	185	21	8	26	158	1622	312	2092
E Aurora	156	24	29	17	360	1079	2305	3744
E Concord	16	37	42	27	46	151	389	586
E Otto	6	57	62	47	0	0	338	338
Eden	118	22	27	10	138	551	1152	1840
Ellicottville	5	56	61	46	70	73	166	309
Elma	75	20	25	15	0	990	756	1746
Erie, PA	2	98	103	88	0	0	211	211
Evans	7	31	36	21	0	0	176	176
Farnham	2	39	44	29	0	0	70	70
Franklinville	11	70	75	60	350	360	216	926
Fredonia	5	49	54	39	0	65	187	252
Gasport	10	45	34	50	56	326	60	443
Geneseo	3	74	67	79	185	0	95	280
Getzville	108	20	9	25	275	972	210	1457
Glenwood	8	39	44	29	49	53	209	310
Gowanda	36	40	45	30	50	162	1152	1364
Grand Island	110	15	17	27	319	1693	324	2336
Hamburg	647	18	25	10	788	2160	6480	9428
Holland	56	32	37	22	80	844	924	1848
Holley	2	77	70	82	193	0	0	193
Irving	24	35	40	25	175	240	450	865
Jamestown	6	89	94	79	223	113	284	620
Kenmore	331	10	13	23	750	3884	607	5242
Lackawanna	218	7	20	11	341	528	2072	2942
Lakeview	102	22	27	12	165	551	1138	1853
Lancaster	404	15	11	18	281	4409	1188	5878
Lewiston	5	27	16	32	68	58	0	125
Little Valley	3	73	78	63	183	0	76	258
Lockport	89	34	23	39	170	2015	562	2746
Machias	4	57	62	47	0	149	113	262
Marilla	15	60	65	50	0	546	480	1026
Medina	4	57	38	51	71	137	0	208
Newfane	6	46	35	51	0	252	0	252
Newstead	1	35	28	40	0	34	0	34
Niagara Falls	60	25	14	30	438	605	360	1402
North Collins	48	28	33	18	140	317	778	1234
North Tonawanda	117	18	15	29	248	1584	626	2458
Ontario	9	25	14	30	0	151	0	151
Orchard Park	352	16	21	7	380	1184	2402	3967
Penfield	3	92	85	97	230	0	116	346
Perrysburg	7	46	51	36	0	122	216	338
Rochester	22	75	63	80	375	454	1152	1981
Salamanca	4	72	77	62	0	277	74	352
Sanborn	6	32	22	37	0	158	0	158
Sardinia	7	47	52	37	0	62	266	329
Silver Creek	14	37	42	27	0	202	324	526
Sloan	15	8	5	13	20	72	16	108
Snyder	10	13	8	20	16	77	24	117
South Wales	23	26	31	16	0	186	346	532
Springville	53	38	43	28	333	206	1411	1950
Strykersville	13	37	42	27	46	252	227	525
Tonawanda	388	15	14	27	975	5292	680	6947
Varysburg	4	40	30	45	0	108	54	162
Versailles	7	44	34	49	0	0	412	412
Warren, PA	2	111	116	101	0	278	0	278
West Falls	32	27	32	17	135	230	449	814
West Seneca	579	14	17	12	945	3101	5371	9417
Westfield	2	65	70	55	0	0	132	132
Williamsville	545	16	5	21	440	2970	706	4116
Wilson	4	51	40	56	0	192	0	192
Yorkshire	28	44	49	34	0	0	1142	1142
Total Students (by campus)	11935	Total travel time to each campus (mins):			50205	101723	65566	217493
		Avg. Student Travel Time, all campuses (mins):						18
								21

s:\P14632\00\tech\total students by town.xls

*Average travel time based on mapquest statistics

**Average travel time factored up to represent time for travel delay, parking and walking to campus building

IMPACT TO TRANSFERRED STUDENTS	
North & South students transferred to city campus	
Total Travel Time (town to city campus),mins	
ALTERNATIVE 1-NULL	ALTERNATIVE 2-TRANSFER
2832	4290
146	173
2731	3063
107	106
7345	10986
4196	4840
686	735
130	161
94	115
1570	2228
833	1124
342	338
456	450
38204	27315
254	315
216	300
9955	9013
3682	4995
666	788
702	925
883	1020
552	619
180	240
428	490
5747	7416
2009	2936
258	313
1934	4699
3384	4320
540	694
338	428
1703	3108
239	280
1746	1875
211	245
176	271
70	98
576	613
252	306
386	506
95	93
1182	2425
262	341
1314	1750
2017	1744
8640	13770
1768	2160
0	0
690	875
397	445
4492	3388
2600	1566
1688	2640
5597	7294
58	101
76	91
2576	3613
262	285
1026	1125
137	214
252	345
34	44
965	1438
1094	1540
2210	2385
151	281
3587	6660
116	115
338	403
1606	1688
352	360
158	240
329	411
526	648
88	130
101	146
532	748
1618	2185
479	555
5972	6300
162	200
412	385
278	278
679	945
8472	9188
132	163
3676	10460
192	255
1142	1540
167288	196684
19	22

Potential Impacts

Traffic Circulation

Figure 5.2.2-7 Alternative 2 Highest Traffic Impacts (2015) presents the highest impact roads for Alternative 2. No Interstate or Collector Roadways will surpass LOS D or LOS E thresholds as a result of Alternative 2. As a result, these are all reported as not having a significant impact on the roadway segment, in accordance with the GBNRTC study guidance provided.

Of these highway segments, five are projected to operate over LOS F in 2015, even without impacts of this project considered. These segments, and the percent increase in traffic projected by Alternative 2, are identified in the Table.

Significantly, the Elm/Oak arterial, adjacent to ECC City Campus and connecting I-190 with NY 33 (Kensington Expressway), will see a 25 percent increase in traffic, which will result in the corridor exceeding the GBNRTC LOS E threshold post-project in 2015. This arterial collects traffic from I-190 to the north and east, NY 33 to the northeast, and NY Route 5 from the south. This increase in traffic would result in delays and backups along the corridor, mainly during peak AM periods.

Commuter Times

A comparison of average travel times for students indicates that Alternative 2 would increase average student travel time by three minutes, or about a 15 percent increase. Suburban and rural students would see increases of 12 to 15 minutes in travel time, while City students currently attending suburban Campuses would see about a five-minute reduction in travel time.

The results identify that an average trip today from doorway to Campus takes about 18 minutes (this would also be expected for Alternative 1). Travel times under Alternative 2, on average, would increase to 21 minutes. When suburban Campus students alone are looked at, the figures are 19 minutes (Alternative 1) and 22 minutes (Alternative 2), respectively.

Of significance, rural and outward suburban students would see travel times increase by 12 to 15 minutes. This is mathematically off-set by City Campus students, who would actually see a five-minute average reduction in travel time to reach the City Campus. Refer to *Table 5.2.2-10 Travel Times For Students By Campus, By Town* for additional information on these travel time analysis results.

FIGURE 5.2.2-7

ALTERNATIVE 2

HIGHEST TRAFFIC IMPACTS (2015)

Mitigation

Traffic Circulation

Since new campus facilities would be constructed along the Elm/Oak corridor, this increase in traffic can be mitigated. Mitigation for projected LOS impacts along the Elm/Oak Corridor could involve the construction of turning lanes along the corridor. Detailed analyses of traffic flow based on actual parking structure access location under peak hour flow would be necessary in subsequent environmental reviews. These studies would seek to ensure optimal corridor operations and to identify specific locations along the corridor that would warrant left or right turn lanes. The studies would also determine detailed intersection and corridor LOS. Based on the results of detailed studies, optimal traffic signal timings for the post-project corridor would be determined.

Aside from the Elm/Oak arterial, these traffic impacts may be deemed insignificant in nature. Essentially, small changes in traffic such as identified above are mitigated on a regional level by those roadways which will see a reduction in traffic. The figure indicates the top five roadways which will see reduced traffic.

Commuter Times

Satellite Campuses would provide mitigation to the projected impact of increased average commuting times for ECC students, and may in fact decrease commuting times for students originating from the outlying areas of the County and beyond. With a consolidated Campus under Alternative 2, there is projected to be a decrease in commuting times for students originating from the City of Buffalo and townships immediately surrounding the City.

Significance of Impacts

Traffic Circulation

With additional targeted traffic analysis and the implementation of designated turn lanes and, optimized signal timings, the adverse impacts on the Elm/Oak Corridor are not anticipated to be significant.

Commuter Times

With the provision of extension centers, which will continue to provide reasonable commuting times for students taking nine credits and under, and possibly decrease the commuting times for other students originating from the outlying areas of the County and beyond, and the fact that the commute time for students originating from the City's surrounding townships is likely to decrease, in aggregate, the impacts on commuter times under Alternative 2 will not be significant, and will in fact be likely to result in positive impacts for a majority of students.

5.2.2.1.5.1 Public Transit

Methodology

As part of this study, an assessment of the impacts Alternative 2 would have on public transit has been evaluated. Public transit in Erie County is owned and operated by the Niagara Frontier Transportation Authority (NFTA) and includes Metro Bus and the Light Rail Rapid Transit (LRRT).

Recently (2002), NFTA undertook surveys of students at Erie Community College to determine their preferred mode of transportation. *Table 5.2.2-11* presents the results of the survey.

TABLE 5.2.2-11				
NFTA STUDENT TRAVEL SURVEY (2002)				
Mode of Travel				
<u>Campus</u>	Auto			
	<u>Auto</u>	<u>(carpool with</u>	<u>Bus or Bus</u>	
	<u>(own car)</u>	<u>(others)</u>	<u>and LLRT</u>	
North Campus	87.3%	3.4%	7.3%	2.0%
City Campus	64.7%	9.7%	21.6%	3.6%
South Campus	79.2%	12.5%	4.2%	4.1%

The study clearly shows that a higher percentage of students who attend the City Campus use the metro bus system.

One of the reasons this occurs is the availability of service to downtown Buffalo. *Figure 5.2.2-8 Metro Bus Corridors* indicates the Metro Bus corridors, which form pie-shaped wedges emanating from downtown Buffalo. Access to the City Campus is via one of these corridors. Access to suburban Campuses is more likely to require one or more transfers, and significantly more travel time, particularly for students who are required to transfer through a downtown location.

FIGURE 5.2.2-8

METRO BUS CORRIDORS

Estimation of additional metro bus usage under Alternative 2 can be determined by using bus and rail use percentages from the student survey results multiplied by trip impacts previously determined. For each suburban Campus, additional students who could be expected to take metro bus or rail can be estimated utilizing the difference in bus usage between the City Campus and suburban Campuses as a percent of students. *Table 5.2.2-12 Effect On Metro Bus and Metro Rail* designates the effect on metro bus and rails, considering the NFTA-defined corridors.

TABLE 5.2.2-12

ERIE COMMUNITY COLLEGE
CAMPUS MASTER PLAN AND GEIS
EFFECT ON METRO BUS AND METRO RAIL

NFTA Metro AM peak* inbound service & ridership by corridor

CORRIDOR/ROUTES	# of inbound trips	avg. weekday ridership	capacity**	% capacity	% of students within corridor	expected additional daily student ridership (inbound trips)	expected % of trips during AM peak	expected additional peak student ridership (7am - 9am)	alt 2 peak ridership (7am - 9am)	need to increase capacity?
WESTSIDE/TONAWANDAS Bus routes 3,5,7,11,20,25,40,61,62,79	58	1975	2900	68%	10%	126	50%	63	2038	no
MAIN STREET/AMHERST Bus routes 8,34,48,44,64,65,66 Metro Rail	22 18	324 1800	1100 4320	38% 42%	7% 8%	88 100	50% 50%	44 50	368 1850	no no
BUFFALO CROSSTOWN Bus routes 12,13,18,19,22,23,26,30,32	143	5033	7150	70%	20%	251	50%	126	5159	no
EASTSIDE/CHEEKTOWAGA/LANCASTER Bus routes 1,4,6,24,67,68,69	35	1059	1750	60%	20%	251	50%	126	1185	no
WEST SENECA/ELMA/EAST AURORA Bus routes 2,15,70,75	15	397	750	53%	10%	126	50%	63	460	no
SOUTH BUFFALO/LACKAWANNA/SOUTHTOWNS Bus routes 14,16,36,72,74,76	21	454	1050	43%	25%	314	50%	157	611	no
TOTALS		11042			100%	1256		628	11670	

Notes:

* AM peak - 7 to 9 AM

** Metro bus capacity - 50 (39 seats/11 standees)
Metro rail capacity - 240/train (2 car w/51 standees each)

Source: NFTA Metro, 2003

Potential Impacts

An estimated 1,256 additional daily riders could be expected on the system under Alternative 2. Traffic counts taken for each Campus show that 50 percent of incoming traffic occurs between 7:00 AM and 9:00 AM. This time frame represents the critical metro bus service periods, as defined by NFTA. Therefore, *Table 5.2.2-12 Effect On Metro Bus and Metro Rail* considers 50 percent of potential additional daily bus riders, or about 600 riders, as being added to the system between critical hours. Additional riders are added to the NFTA-provided demand statistics to obtain future corridor ridership.

Significance of Impacts

Table 5.2.2-12 Effect On Metro Bus and Metro Rail clearly shows that the current metro bus and rail configuration can adequately handle the projected additional student load. However, due to the fact that actual future student origins cannot be predicted, some routes might require capacity adjustments to accommodate these riders, but the number of routes affected would be expected to be slim. This projected increase in ridership is not anticipated to result in significant impacts provided any necessary capacity adjustments are made.

5.2.2.1.5.2 Parking

Methodology

Under Alternative 2, parking would be required to support the additional students attending the Downtown Campus. The form in which this parking is provided is a function of student need, downtown parking availability, and ECC financing decisions.

In *DGEIS Sections 3.2.4, 3.3.4 and 3.4.4 Parking*, the parking demands for each Campus are outlined. In calculating demand for parking under Alternative 2, two concepts need to be considered:

- The future enrollment of the College. For determining parking demand, enrollment headcount of approximately 11,600 existing (2002), and 10,200 under Alternative 2 (2015) are considered .
- The percentage of students who would utilize public transportation. For determining parking demand, student survey statistics are used, which indicate that 7 percent of north Campus students, 4 percent of south Campus students, and 21 percent of City Campus students use busses or metro rail.

Potential Impacts

Parking Demand

It is assumed that post-consolidation student behaviors would remain similar, and that 21 percent of all students under Alternative 2 would use bus or metro rail. Therefore, parking need for suburban Campus students would be reduced by the fraction of those students who would utilize bus or rail in the Downtown Campus Alternative. This assumption is deemed reasonable because of the increased service available downtown.

Table 5.2.2-13 Parking Demand – Alternatives identifies the parking demand for Alternative 2.

TABLE 5.2.2-13 PARKING DEMAND-ALTERNATIVE 2			
Current student Campus	2002 peak parking demand*	2015 peak parking demand, enrollment adjusted only	2015 peak parking demand, enrollment and public transportation adjusted
City Campus	800**	800	800
North Campus	1645	1316	1164
South Campus	892	821	706
Totals	3337	2937	2670

* Approximate peak normal demand, students and faculty/staff

** Estimated, based on suburban Campus usage

Currently, ECC provides 300 parking spaces for students only at the City Campus, and under Alternative 2, approximately 2,700 spaces would have to be provided. However, based upon an analysis of the impacts of providing free NFTA access as discussed below under Parking Demand – Mitigation, approximately 700 few spaces would be needed downtown. Therefore, approximately 1970 spaces would be needed, down from 2670.

Furthermore, the additional cost to students for parking must also be addressed. In providing for future student and faculty/staff demand under Alternative 2, peak demand needs to be

considered as student populations vary both by day of week and by hour of the day. Based on class start distribution and College habits of today, the following is true at all three Campuses:

- 80 percent or greater of peak parking demand is required between 8:45 AM and 11:45 AM.
- 50 percent or greater of peak parking demand is required between 7:45 AM and 1:45 PM.
- Before 7:45 AM and after 1:45 PM, demand drops to 30 percent or less of peak.

Parking Cost

To assess the cost to provide this parking, the College should think in terms of lease cost, not capital cost. The ideal Scenario is that under invitation to parking vendors to bid, the cost to provide parking would turn out to be somewhat less than the daily market rate, since the College would not use all spaces for a full day, every day of the year. Parking vendors would seek to attract other users for these spaces when not used by the College, including short-term parkers, special event parkers, etc. These options would lower the cost the College would see for parking. *Table 5.2.2-14* identifies an estimate of parking costs under Alternative 2.

TABLE 5.2.2-14		
ESTIMATED PARKING COST UNDER ALTERNATIVE 2		
Current Cost, downtown parking, per year (2002)	Estimated lease cost, downtown parking, ECC, per year (2002)	Equivalent cost per student per semester, ECC, (2002)
\$720	\$432	\$216*

* Assumes students would only bear the cost of their spaces, not faculty/staff spaces

Mitigation

Parking Demand

These percentages strongly suggest that ECC needs to provide a variable amount of parking with respect to time of day. Because of this, providing peak parking for Campus users would result in substantial time where empty spaces would be prevalent, and would not be cost-effective unless other external users could be afforded opportunities for their use. There are numerous means the College could use to address this need:

- The College could consider pursuit by competitive bid parking vendors to provide College parking. College users could be provided with tags with license plate identification as a means of monitoring use. Use of existing downtown parking facilities may be advantageous, particularly if there is a surplus of parking available.

- ECC could designate land for parking, and a host of concepts including vendor build and operation of an on-site parking structure could be advanced.
- ECC or Erie County could own and operate a facility, but this is capital intensive and puts the college/county in a position where they must assess the parking market in order to optimize facility size and use.

The exact mechanics of providing parking should be based on a future parking demand study within the proposed Campus area. ECC should allow the parking supply community to determine the best Scenario, based on a set of parking criteria established by the College. Criteria could include:

- Type of parking the college wishes to provide (covered, surface, or variable)
- Acceptable distance to Campus buildings (in terms of number of blocks)
- Need to have the parking available (within established time frames, days, etc.)
- Cost: variable cost parking could be provided, with a premium charge for close proximity parking by user request
- ECC has entertained the idea of negotiating an agreement with the Niagara Frontier Transportation Authority (NFTA) to provide free metro bus and rail use for students of the college. Currently, ECC provides full NFTA passes at a discounted rate, with ECC paying about half of a \$60 cost. Students would obtain a flashpass which would indicate this free ridership capability.

The result of this action under alternative 2 would be to increase metro bus ridership. City Campus currently sees the highest percentage of metro bus use, over 21%. The primary reason for this is that metro bus system is established in a radial manner to serve the City of Buffalo as a hub. Therefore, students have a primary choice of bus service to take, whether they are traveling from the suburbs or from the city. If free ridership were offered, the additional riders would be individuals who value an additional \$30 savings over their current perceived flexibility of using a car or other transportation method. While this is difficult to quantify, the concept of “free” is an enticement which could increase ridership by perhaps 10%, for an overall ridership percentage of 30% at the City campus under alternative 2. The result would be an additional 985 students, which would take metro bus or rail. Assuming that for each ten driving students seven parking spaces are necessary (based on carpooling rates), one could expect up to a reduction of 700 in the need to provide parking spaces downtown under this free ride concept.

Parking Cost

To further reduce parking costs, the College may wish to consider revising their class schedules to reduce peak demand. This would involve shifting classes from the AM to the PM time period. Parking providers would likely bid a lower cost per space for fewer spaces, knowing that spaces would be full all day. If class times were equally distributed during the day, the number of needed spaces could be reduced to 2,000. This would potentially lower the total cost of parking by 10 to 15 percent.

Offering free NFTA access will also reduce the cost associated with providing parking for students.

Significance of Impacts

Due to the fact that adequate surface parking currently exists in the immediate vicinity of the proposed consolidated Campus to meet the demand of parking under Alternative 2, along with the fact that the projected cost of parking that may be passed off to students can be dramatically reduced through public-private partnerships and alternative means of financing, and with the introduction of a free metro pass program, Alternative 2 will not result in significant adverse impacts on student parking around a consolidated Downtown Campus.

5.2.2.1.6 Public Safety

Potential Impact

Under Alternative 2, there will be a considerable increase in the number of students attending ECC facilities downtown. The total student headcount is projected to be approximately 10,220, a 300 percent increase over the current student population at the City Campus. While the ECC Public Safety Department currently provides sufficient protection for ECC students, faculty, and staff in cooperation with local law enforcement authorities, the consolidated Downtown Campus with a significantly larger Downtown student population will present additional safety and security issues. Specifically, the need to restrict access to ECC facilities to students, faculty, staff, and authorized visitors only; appropriate lighting throughout the Campus and in parking facilities; pedestrian safety.

According to an email dated August 8, 2003, from Linda Kochanoff, Chief of the ECC Public Safety Department, the department would be able to provide the needed protective services for up to 15,000 students (*DGEIS Appendix B Correspondences*). Therefore, ECC possesses a sufficient number of public safety officers to provide services to the Downtown Campus. Currently, ECC has seen only minor offenses, most of which are committed by non-students.

Community College public safety officers now have the ability “peace officer status” which will allow officers make arrests, and if necessary carry firearms.

The consolidation of the Campuses to downtown Buffalo, a dense urban environment, also presents certain challenges to providing a safe and inviting environment for students, faculty, staff, and visitors. The large increase in the number of students, faculty, staff, and associated visitors to the downtown area coupled by the fact that the City Campus will consist of numerous buildings spread throughout a several block area will require specific building and space designs that provide, to the maximum extent practicable, a safe and inviting environment during both the daylight and nighttime hours.

Mitigation

Building Designs

The physical safety and security of students will be a significant component of the housing designs, and a major priority of the ECC Public Safety Department. Access to buildings may be controlled by keycards or similar entry devices. Smoke/heat alarm systems will be installed throughout the each building as well. These systems, as well as closed circuit television cameras monitoring building entrances, could be wired to the Public Safety Department office. “Blue light” emergency phones will be located in immediate proximity to campus buildings and associated parking areas.

Throughout the City Campus

Crime Prevention Through Environmental Design (CPTED)

The City Campus would be designed through the use of Crime Prevention Through Environmental Design (CPTED), a planning tool that has the ability to prevent crime and increase the perception of safety. With CPTED, the intent is to eliminate crime by removing the opportunities for criminal activities, while at the same time, encouraging legitimate uses of areas. It is important to note that the success of CPTED is dependent upon the way in which crime prevention concepts are integrated into the architectural and streetscape design process.³⁷

CPTED is based on seven components: Defensible Space, Territoriality, Surveillance their, Lighting, Landscaping, Physical Security, and Compatible Uses. These components and application to the City Campus is discussed below.

Defensible Space

These are “zones of defense” created by the application of CPTED design principles. These design principles are used to designate all areas as public, semi-private, or private. Within these

³⁷ Gardner, Robert, A. CPP. *Crime Free By Design* California Downtown Association Newsletter – Vol. 12, Issue 3. <http://www.californiadowntown.com/newslet/n10208/newslet.html>.

zones, occupants and intruders are both given clear points of reference, thus allowing occupants to more readily recognize intruders and intruders therefore to lose a portion of their anonymity.

The City Campus would be designed and constructed with the following “zones of defense” in mind. *Public zones* are mainly areas open to anyone, but are the least secure of the three zones, a public sidewalk for example. A *semi-private zone* separates public and private zones, such as street side courtyards, an entrance alcove, and controlled parking structures. *Private zones* are areas with restricted entry, where access is controlled and limited to specific individuals or groups.

Territoriality

With a strong sense of territoriality, individuals can be compelled to want to defend his or her surroundings. Employing architectural and streetscape design elements that instill a feeling of pride and ownership for the area can foster a sense of territoriality in a downtown setting.

Surveillance

It is important to note that areas and environments in which legitimate occupants can exercise a high degree of visual control encourages legitimate uses and discourages criminal activity. Surveillance techniques can be broken down into two components: informal and formal surveillance.

Informal or natural surveillance can be directly provided through architectural design, which minimizes visual obstacles and eliminates areas of concealment for potential assailants. This method provides the most protection against crime and will be employed to the maximum extent practicable in the design of the City Campus.

Formal surveillance methods include closed-circuit television, electronic monitoring, fixed guard posts, and organized security patrols. These techniques will be employed at the City Campus in public and semi-private zones that are hidden from view or that experience regular periods of isolation or inactivity.

Lighting

Proper lighting is one of the most effective forms of crime deterrents as it discourages criminal activity, enhances natural surveillance opportunities, and reduces fear. The evenness of light can be more important than the level of light. Specifically, bright spots and shadows should be avoided, and highly vulnerable areas should be illuminated more brightly than areas designed for normal activities. The main intent of proper lighting is to light up would-be criminals without illuminating a potential victim.

It is important to note that lighting often plays a significant part in creating a sense of territoriality, in that it can influence an individual's feelings about his environment from both an aesthetic as well as a safety standpoint.

The City Campus will utilize pedestrian-scaled lighting closer to the ground throughout the Campus and in pedestrian corridors, combined with taller overhead lighting fixtures to provide light to broader areas, especially public zones. A lighting plan will be prepared to identify vulnerable areas and sections of the Campus in need of special lighting designs to protect the safety and security of students, faculty, staff, and visitors.

Landscaping

While landscaping will be a critical component of the Campus design from an aesthetic standpoint, public safety will also be taken into account during the landscaping plan. Specifically, visual corridors will be maintained to enhance informal surveillance opportunities. The general rule will be that shrubbery would be limited to a maximum height of three feet and trees to a minimum height of six feet at the lowest branches. Furthermore, landscaping will be used to create barriers and define the zones of defensible space discussed above.

Physical Security

The City Campus will also employ careful building designs, proper placement of doors and windows, and installation of high quality locks and additional security hardware, along with effective use of protection barriers into the design process. Furthermore, blue light safety boxes and emergency telephones will be placed throughout the Campus to provide additional measures of security and protection.

Compatible Uses

The City Campus would be in the center of a vibrant downtown area with multiple uses. However, the types of future uses around the Campus should be carefully reviewed by City planners to ensure no incompatible uses arise that may contribute to potential criminal activities and threaten the safety of the Campus.

Coordination with Local Authorities

ECC will continue to maintain a close working relationship with local law enforcement authorities, which will provide valuable assistance and expertise to the ECC Public Safety Department. The proposed Public Safety Campus north of the Flickinger Center which is proposed to be combined with a new academic building, when complete, is predicted to house over 200 public safety employees, including the City of Buffalo Police Department and the Erie County Sheriff's Department. The direct presence of these public safety employees on the City Campus will greatly increase the security of the City Campus.

Significance of Impacts

A consolidated Downtown Campus, combined with the increase in the number of students at the City Campus, both present additional security issues. However, with the numerous safety and security features of the proposed new campus buildings, combined with the use of CPTED in the planning and design of the City Campus, the additional training and “peace officer” status for the ECC Public Safety Officers, continued coordination with local law enforcement authorities, and the presence of over 200 Public Safety employees including City Police Officers and the County Sheriff, impacts on the ability of ECC to provide for the safety and security of students, faculty, staff, and visitors are not anticipated.

5.2.2.1.7 Air Resources

Erie County is already at non-attainment status for ozone. The County is in attainment for the five (5) other criteria pollutants.

Potential Impacts

Automobile Impacts

Under Alternative 2, a total of 10,220 students are expected to attend the City Campus by 2015. Air-related impacts from the projected increase in automobile trips may result in some localized air quality impacts during peak commuting times and would likely contribute to cumulative impacts when the students and resulting increases in vehicle trips are combined with future growth in the region and growing dependence on automobiles.

Campus Heating

The Academic Building (old Post Office Building) at the City Campus is heated through the use of a boiler, while the Flickinger Building utilizes three gas-fired boilers. Currently, all of the City boilers are operating below a heat input capacity of 10 million BTUs/hour, and therefore, a Title V Permit is not required. The type of heating source for the entire City Campus under Alternative 2 is still being evaluated. There may be the possibility to create a heating and cooling district that would provide for the heating and cooling needs of the City Campus and future development in this section of the City. This process would decrease the amount of emissions, both in the form of pollutants and in the form of unwanted heat necessary to provide heating and cooling services to the Campus.

The type of process to provide these services will be further evaluated if Alternative 2 is chosen as the preferred alternative. Great care will be taken to ensure the process chosen, to the maximum extent practicable, will be one that is the most efficient and will result in the least amount of emissions possible.

Mitigation

Public transportation is widely available throughout Erie County, with the light-rail system running only a block west of the City Campus and the NFTA main bus terminal located in downtown Buffalo. The use of public transportation will be highly recommended to students, faculty, and staff where applicable. The use of public transportation will lessen the amount of vehicular travel and associated emissions. However, despite the use of public transportation, Alternative 2 may result in localized and cumulative air impacts. Beyond the increased use of public transportation, cleaner and more efficient automobiles are necessary to adequately mitigate these air quality impacts.

The use of a heating and cooling district would decrease the amount of emissions from the City Campus and other surrounding uses.

Significance of Impacts

The increase in automobile traffic may result in localized and cumulative impacts on air quality. The use of public transportation may mitigate these impacts to a certain extent. Beyond the use of public transportation, the potential air quality impacts related to automobile trip increases cannot be further mitigated directly by ECC and Erie County.

The use of a heating and cooling district would mitigate the amount of emissions (pollution and heat) that would be emitted from the City Campus. The process that is ultimately chosen will be the most efficient and cleanest process available, while at the same time the most economically feasible for ECC and Erie County. Furthermore, any increase in emissions from the City Campus will be in full compliance with local, state, and federal rules, regulations, and guidelines, specifically 6 NYCRR Part 201.

5.2.2.2 North Campus

The following is a preliminary examination of potential impacts based on modeling of economic and environmental impacts. Given the length of time involved in fulfilling Scenario 2, no significant impacts are anticipated at this time. In most instances, a more detailed review will be necessary prior to development.

5.2.2.2.1 Geology

Subsurface

Potential Impacts

Depth to bedrock in this section of the Town of Amherst ranges between 10 and 40 feet. Therefore, if bedrock is encountered, it may be necessary in some locations to employ limited

blasting and/or a pneumatic hammer to loosen pinnacles of hard rock or assist in the excavation of rock from the narrow confines of a trench. This may result in disturbances to students, faculty, and staff at the North Campus and surrounding and nearby residences and businesses.

Mitigation

All blasting and use of the pneumatic hammer, if necessary, will be undertaken during daytime hours, and if possible, between College sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will take all precautions in an attempt to comply with the Town of Amherst Noise Ordinance during construction.

Significance of Impacts

As a result of the above proposed provisions and mitigation, impacts associated with bedrock encounters are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to identify the locations and depths to any bedrock within areas proposed for construction.

Surface

Soils

Potential Impacts

The soils on the North Campus are suitable for construction and are not hydric in nature. Newstead Gravelly Loam (Ne) soils, which are highly reactive to frost action and somewhat poorly drained, exist in the central part of the Campus. These soils are localized to the existing recreational fields, north of all proposed development.

Mitigation

Specific construction and pre-development site preparation techniques may be required to ensure the stability of proposed buildings, driveways, and parking areas.

Significance of Impacts

Based on the preliminary soils analysis, impacts associated with soil conditions are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to verify the existing soil conditions within areas proposed for construction.

Soil Erosion and Runoff

Potential Impacts

Alternative 2 (under Scenario 2) will require the removal of existing vegetation, and will result in approximately 80 acres of impervious areas. This may result in soil and dust particles becoming stirred during construction and may affect surrounding uses and other areas of the Campus. In addition, there will be the potential for soil erosion during construction, and a likely increase in the amount of storm water to be treated on-site or by the municipal system. Currently, storm water from the North Campus partially drains into the municipal system and partially into the recreational fields. No problems with the North Campus storm water system were identified during site visits in the spring of 2003.

Mitigation

To mitigate these impacts, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site. Furthermore, a Storm Water Pollution Prevention Plan (SWPPP) will be developed in accordance with the NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activities (GP-02-01). Through the preparation and implementation of this Plan, impacts resulting from erosion, sedimentation, and storm water runoff during construction will be mitigated. This plan will include temporary measures for mitigation of erosion and sediment control during construction, including the use of silt fence, straw bale dikes, sediment traps, and other techniques, as deemed appropriate. The Plan may also include permanent measures such as lined channels, rock outlet protection, storm sewers, and detention basins. The Plan will also employ techniques to reduce the pollutant load in storm water runoff from developed areas. These techniques may include filter strips, water quality inlets, infiltration, or detention, as appropriate. Also, best management practices will be employed throughout the implementation of Alternative 2 at the North Campus to protect against soil erosion and storm water runoff impacts.

Furthermore, the SWPPP will, to the fullest extent practicable, be in compliance with the Town of Amherst storm water pollution regulations. The Town is currently in the process of bringing its regulations into compliance with the new USEPA and NYSDEC Phase II Storm Water Regulations. The Town anticipates having their regulations revised shortly, and the implementation of Alternative 2 at the North Campus, if chosen, would, to the fullest extent practicable, comply with the Town's revised storm water regulations.

Significance of Impacts

As a result of these provisions and mitigation measures, and the generally level character of the Campus, any impacts related to soil erosion and/or runoff are anticipated to be minimal.

5.2.2.2.2 Water Resources

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 2. See *DGEIS Section 5.1.2.2.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants.

Storm Water

Under Alternative 2, impervious areas are proposed to increase from an existing 42 acres to approximately 80 acres. A significant portion of new development is proposed to take place over existing parking lots, therefore the total amount of new impervious areas has been minimized to the furthest extent possible. However, the implementation of Alternative 2 will increase the amount of storm water which would need to be treated either on-site or by the municipal storm water system.

Surface Water

There are no surface water features on the North Campus. However, impacts to surrounding surface waters, such as Ellicott Creek, may result from soil erosion and storm water runoff during construction operations.

Floodplains

No designated floodplains exist on the North Campus and, therefore, no impacts on designated floodplains are anticipated under the implementation of Alternative 2.

Mitigation

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 1. See *DGEIS Section 5.1.2.2.9 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants and proposed mitigation measures.

Storm Water Runoff, Surface Water, and Floodplains

While no surface water features or designated floodplains exist on the North Campus, impacts to surrounding surface waters, such as Ellicott Creek and designated floodplains, may result from soil erosion and storm water runoff during construction operations. In addition, the implementation of Alternative 2 will likely increase the amount of storm water runoff to be treated on-site or by the municipal system. Refer to *DGEIS Section 5.1.2.2.1 Geology* for a

discussion on the proposed SWPPP and mitigation measures to handle any potential impacts associated with storm water runoff, surface water resources, and designated floodplains as a result of soil erosion and an increase in storm water runoff.

Significance of Impacts

As a result of the provisions and proposed mitigation described above in DGEIS Section 5.1.2.2.1 Geology, impacts associated with an increase in storm water runoff and on surface water resources and designated floodplains are expected to be minimal. Close coordination with the Town of Amherst and NYSDEC will be made during the preparation of the proposed Storm Water Pollution Prevention Plan.

5.2.2.2.3 Terrestrial and Aquatic Ecology

Vegetation

Potential Impacts

To the furthest extent possible, proposed new construction will take place on pre-existing impervious areas, and will therefore attempt to minimize loss to vegetation. At full-build-out, Alternative 2 will have approximately 80 acres of impervious surface, including structures and parking lots. The loss of vegetation through the development process may result in soil erosion and increased storm water runoff.

Mitigation

To mitigate against the loss of vegetation, all disturbed areas will be re-vegetated as appropriate. All cleared areas that will not be built on will be re-vegetated and landscaped. Re-vegetation, whether ornamental plantings or lawned areas, will deter increased storm water flows generated during construction.

In addition, Alternative 2 proposes additional plantings throughout the Campus, especially along the periphery. This will provide an overall net increase in the amount of vegetation and serve to screen or soften views from off-campus. All plantings will be, to the maximum extent practicable, consistent with Town of Amherst regulations.

Refer to *DGEIS Section 5.1.2.2.1 Geology* for a description of the proposed Storm Water Pollution Prevention Plan (SWPPP) and mitigation measures against possible impacts from soil erosion and increased storm water runoff resulting from the implementation of Alternative 2.

Significance of Impacts

As a result of these provisions, mitigation measures, and the generally level character of the Campus, the impact from the permanent or temporary loss of vegetation is expected to be

minimal. The proposed increase in vegetation throughout the Campus will result in a positive impact by screening or softening views of the Campus from the surrounding areas.

Terrestrial Resources

Potential Impacts

The North Campus currently possesses small terrestrial species common in dense suburban areas. There may be temporary impacts to existing terrestrial species associated with the construction of Alternative 2. However, because minimal amounts of vegetation are proposed for disturbance, combined with the fact that numerous plantings are proposed throughout the Campus, impact on terrestrial species is considered minimal.

Mitigation

To mitigate against the loss of vegetation, all disturbed areas will be re-vegetated as appropriate. All cleared areas that will not be built on will be re-vegetated and landscaped. In addition, Alternative 2 proposes additional plantings throughout the Campus, especially along the periphery.

Significance of Impacts

As a result of these provisions and mitigation measures, the impact on terrestrial species from the implementation of Alternative 1 due to the permanent or temporary loss of vegetation is expected to be temporary and minimal. The proposed increase in vegetation throughout the Campus will ultimately result in additional area for terrestrial species typical in suburban areas, a positive impact for terrestrial species.

Aquatic Species

Potential Impacts

No surface water resources exist on the North Campus. Surface water features do exist in the general vicinity of the Campus. However, the implementation of Alternative 2 may result in soil erosion and increased storm water runoff, which may result in impacts to aquatic species in nearby surface waters such as Ellicott Creek.

Mitigation

Refer to *DGEIS Section 5.1.2.2.1 Geology* for a description of the proposed SWPPP and mitigation measures for minimizing or alleviating impacts to aquatic species from the implementation of Alternative 2.

Significance of Impacts

As a result of the above provisions and proposed erosion control measures discussed in DGEIS Section 5.1.2.2.1 Geology, combined with the distance to off-campus surface water resources, any potential impacts to aquatic resources off-campus from the implementation of Alternative 2 are expected to be minimal.

Significant, Endangered, or Protected Species and Habitats

Potential Impacts

Pursuant to a letter dated July 3, 2003, from the NYSDEC New York Natural Heritage Program, there are no records of known occurrences of rare or state-listed animals and plants, significant natural communities, or significant habitats, on or in the immediate vicinity of the North Campus (*DGEIS Appendix B Correspondences – Betty A. Ketcham, Information Services, NY Natural Heritage Program, 7-3-03*). Therefore, no impacts on said species are anticipated.

Critical Environmental Areas

Potential Impacts

There are no Critical Environmental Areas (CEAs) on or near the North Campus; therefore, no impacts to CEAs are anticipated as a result of the implementation of Alternative 2.

5.2.2.2.4 Parking

Potential Impacts

Under Alternative 2, all North Campus programs and activities would be relocated to the Downtown Campus. Therefore, impacts of parking on students at the North Campus would be non-existent. Additional parking requirements for Alternative 2 would need project-specific review according to local regulations and would occur independent of ECC.

5.2.2.2.5 Land Use, Zoning, and Community Character

Land Use and Community Character

The North Campus is surrounded by a dense mix of industrial, commercial, office, and residential uses, and is bordered on all four sides by heavily traveled local and state roads. The area surrounding the North Campus is characteristic of most dense suburban communities with a mix of uses, low profile buildings, and automobile-dependent destinations. The North Campus has a tall mechanical man tower on-campus visible from several locations off-campus.

Potential Impacts

The land use would change very little, from educational uses to office and research and development uses. Therefore, no significant impacts are expected.

Overall, the visibility of the North Campus from surrounding residences is very limited. The remaining surrounding uses with views of the Campus are commercial and industrial. There is a small development of multi-family dwellings to the east of the North Campus that is separated by a 350± foot vegetated buffer. No views of the Campus exist from this development.

Mitigation

All new development on the periphery of the Campus, including the proposed new parking lot adjacent to the athletic center, will be bordered by new plantings to completely screen or significantly break up the visibility of these improvements from Youngs Road and neighboring properties. All plantings will comply, to the maximum extent practicable, with Town of Amherst planting requirements.

To the fullest extent possible, new development will be consistent in height with the existing buildings on the Campus.

Significance of Impacts

Due to the existing dense, suburban character of the area surrounding the North Campus, combined with the fact that the majority of surrounding uses are commercial, industrial, or office, and that all proposed new development will be partially or completely screened from nearby uses and roadways, significant community character or aesthetic impacts resulting from the implementation of Alternative 2 are not anticipated.

Consistency with the Town's Comprehensive Plan and Recreation and Parks Master Plan

Potential Impacts

After careful review, Alternative 2, where applicable, is considered consistent with the Town's current Draft Comprehensive Plan dated December 2002, and Draft Recreation and Parks Master Plan dated February 2003.³⁸

³⁸ Town of Amherst Bicentennial Comprehensive Plan – Draft Inventory and Analysis Report. The Town of Amherst, Wallace Roberts & Todd, LLC, et al. May 24, 2001.

Significance of Impacts

As Alternative 2 is consistent with the Town's Draft Comprehensive Plan and Recreation and Parks Master Plan, no adverse impacts on the Town's ability to implement these plans under Alternative 2 is anticipated. No mitigation is therefore necessary.

Noise

Noise impacts in the Town of Amherst are regulated under §138 of the Town Code. Current sources of noise from the Campus include automobiles and the occasional noise generated from recreational and sports activities taking place in the northern section of the Campus, as well as from roof-top equipment. Off-campus, the main source of noise includes automobiles, as the North Campus is surrounded on all sides by heavily traveled roads and is in the center of a dense suburban environment. Additionally, the North Campus is located just to the north of the Buffalo Niagara International Airport and the NYS Thruway, both substantial sources of noise.

Potential Impacts

If bedrock is encountered during construction, it may be necessary in some locations to employ limited blasting and/or a pneumatic hammer to loosen pinnacles of hard rock or assist in the excavation of rock from the narrow confines of a trench. This may result in noise disturbances to students, faculty, and staff at the North Campus and surrounding and nearby residences and businesses.

Mitigation

All blasting and use of the pneumatic hammer, if necessary, will be undertaken during daytime hours, and if possible, between College sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will take all precautions in an attempt to comply with the Town of Amherst Noise Ordinance during construction.

Significance of Impacts

With the above mitigation and provisions, and intent to comply with the Town's noise ordinance, significant adverse impacts related to blasting and/or the use of pneumatic hammers are not anticipated.

Light

Currently, the general lighting on-campus, combined with the off-campus street lighting and light sources from other surrounding uses, are the major sources of ambient light in the area. The surrounding areas are highly built-out with a dense mix of residential, commercial, office,

and light industrial uses, all exhibiting wide ranging light levels. The Town of Amherst regulates lighting impacts under §132 of the Town Code.

Potential Impacts

Any lighting needs under Alternative 2 would require further review and be the responsibility of the developer.

Mitigation

All additional lighting required to accommodate the proposed development will be designed to be in full conformance with typical lighting standards. The light levels will be established at appropriate levels of safe lighting and use of parking areas, service areas, and building entrances.

The best available lighting technology will be employed to mitigate potential lighting impacts to the maximum extent practicable. Examples of potential mitigation measures may include, but will not be limited to, the use of cut-off light fixtures or equivalent lighting under opaque canopies; the use of timers, dimmers, and/or sensors to reduce overall energy consumption and eliminate unneeded lighting; the lighting of only areas and objects for safety considerations; and the shielding of perimeter lighting so that no one off the property can see the bulb, lens, or reflector, or any lighting fixture on the premises.

Significance of Impacts

As a result of the proposed mitigation and provisions and the existing ambient sources of light prevalent around the North Campus, lighting impacts related to the implementation of Alternative 2 at the North Campus are not anticipated to be significant.

Zoning

To fully implement Alternative 2, the North Campus site would need to be zoned to permit a higher density of commercial development. While this site will take longer to fully build-out at the higher density (30,000 square feet per acre), the higher density would create an increased opportunity to capture greater economic and fiscal rewards. At the lower commercial absorption rate, it would be only 25 percent built-out by 2008, and 60 percent by 2015. Potential employment levels for this more densely developed site could reach 5,000 under the slower absorption rate, and more than 8,000 under the faster rate. By 2015, recurring payroll impacts could range from \$152 to \$337 million. Property taxes by 2015 could also be dramatic—\$2 to \$5 million for the Town/Village; \$500,000 to \$1.3 million for the County; and \$2 to \$5 million for the school district.

5.2.2.2.6 Community Services

Water

According to the Town of Amherst Bicentennial Comprehensive Plan Inventory and Analysis Report, the entire Town is provided with sufficient water supplies under Lease Management Agreement (LMA) with the Erie County Water Authority (ECWA). There are above average pressures and acceptable fire flow protection, and expansion of the water system to accommodate future growth has few limitations.³⁹

Potential Impacts

Under Alternative 2, there will be a total of 3.5 million± gross square feet of private office space under full build-out in 2015. Based on the NYSDEC Division of Water publication “Design Standards for Waste Water Treatment Works” (1988), the North Campus has a current water demand of approximately 57,160 Gallons Per Day (GPD). The impacts on water demand would need additional review.

The proposed construction and additions will add to the demand for adequate fire flow protections. Due to the fact that the proposed improvements are preliminary at best, accurate needed fire flow (NFF) calculations will need to be performed and coordination made with the Town of Amherst to ensure adequate pressures exist, once final designs are developed.

Significance of Impacts

Due to the fact that adequate water supply and pressure currently exists in Amherst, impacts associated with increased demands on municipal water supplies are not anticipated.

It is recommended that final evaluations of water demand be performed during the final design stages of each component of Alternative 2 to ensure adequate capacity.

It is further recommended that individual NFF calculations be performed for each building after final plans for the proposed improvements are developed to ensure adequate water pressure exists.

Sanitary Sewer

According to the Town’s Bicentennial Comprehensive Plan, the Town’s wastewater treatment plant has recently been re-rated by the NYSDEC to increase capacity by 50 percent to 36 million gallons per day (MGD), and is currently operating below capacity at approximately 22

³⁹ id. at 8-1

MGD.⁴⁰ The North Campus is located in the Town of Amherst Sewer District No. 16. According to the Town of Amherst, no major problems with the sanitary sewer system exist around the North Campus.

The sanitary sewer system on the North Campus is in poor to fair condition, with older lines prone to breaking. The Campus lines connect with the municipal system on Wehrle and Youngs Road.

Potential Impacts

Utilizing the NYSDEC Division of Water publication “Design Standards for Waste Water Treatment Works” (1988), the North Campus has a current sanitary sewer discharge level of 57,160 GPD. Under Alternative 2, the wastewater discharge would increase. Further, more refined research would be needed to determine the impacts on the wastewater treatment system at the time of development. Due to the current load on the municipal treatment plant and available capacity, it is not anticipated that, in and of itself, Alternative 2 would have a significant impact on the treatment plan. The Town of Amherst is being consulted to determine the current capacity of the sanitary sewer infrastructure serving the Campus to identify any potential impacts that may arise under Alternative 2. The findings will be incorporated into a DGEIS Addendum or, if determined to be necessary, an FGEIS.

Regarding on-site wastewater infrastructure, due to the fact that on-site wastewater utilities are currently in poor condition, improvements will be necessary to accommodate the increased flows likely to be associated with the implementation of Alternative 2.

Significance of Impacts

Based on the projected insignificant increase in wastewater discharge and the excess capacity at the municipal treatment plant, and provided that both on-site and off-site wastewater infrastructure is upgraded (if necessary off-site) to provide adequate capacities, no significant impacts to the on-site and municipal wastewater treatment infrastructure and system is anticipated. However, more in-depth analyses would need to be performed by the site developer.

Electrical Power, Natural Gas, and Telecommunications

Potential Impacts

On a Campus level, due to the fact that power is currently at maximum capacity, sufficient power supplies would not be sustained under Alternative 2.

⁴⁰ id.

Electricity to the site is currently provided by Niagara Mohawk, a National Grid Company. Telecommunication services are currently provided by Bell Atlantic. It is anticipated that with additional development at the site under Alternative 2, these private utilities have adequate capacity to serve the site. The capacity of these services will be confirmed during subsequent environmental reviews if Alternative 2 is chosen as the preferred Alternative.

Mitigation

Upgrades to the current electric system will be necessary to accommodate the proposed offices and research and development activities under Alternative 2.

Significance of Impacts

Provided the electric system is upgraded during the implementation of Alternative 2, and Niagara Mohawk and Bell Atlantic can meet the future demands (projected to be minimal), no significant impacts on the ability of the site to receive these telecommunication and electric services are anticipated.

Emergency and Protective Services

Police Protection

Potential Impacts

The increase in police protection anticipated under Alternative 2 is expected to be minimal. The Amherst Police Department are being contacted to determine their ability to continue providing services to the North Campus. Information from the Town of Amherst Police Department was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Since Alternative 2 would not reach build-out until 2015, no significant impacts to the Town of Amherst Police Department's ability to provide adequate police protection services is anticipated. This will be confirmed through communications with the Town of Amherst Police Department and incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Fire Protection and EMS

Potential Impacts

Construction materials used on-site will be selected to minimize fire hazards. All new buildings will be constructed with appropriate fire ratings. Coordination with the Town of Amherst Fire Department and EMS has been made to ensure they have the capacity to provide services to the

site under Alternative 2. Information from the Town of Amherst Fire Department and EMS was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

With utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, along with the ability of the Town of Amherst Fire Department to provide sufficient fire protection, no significance impacts related to fire protection on the site is anticipated under Alternative 2. No impacts on the ability of the local EMS to provide emergency services to the North Campus are anticipated. This is being verified through communications with the fire department and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Waste Management

Potential Impacts

Under Alternative 2, an increase in solid waste is anticipated. ECC currently has a Solid Waste Permit through NYSDEC regarding the disposal of the solid waste generated on-campus. Alternative 2 will result in additional waste and the projected increases in the local waste stream would need to be determined in future environmental reviews.

Coordination is being made with ECC to determine the thresholds in the current permit to determine if a new permit would be required under full build-out of the site under Alternative 2. Information on the potential need of obtaining a new permit for waste disposal was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Alternative 2 is projected to result in increases in the local solid waste stream. However, given the long-term approach to build-out, significant impacts related to solid waste management are not currently anticipated and therefore no mitigation is required at this time. Coordination with NYSDEC will be necessary to determine if Alternative 2 will require the need for a new solid waste permit from NYSDEC.

Educational Facilities

Potential Impact

Alternative 2 will result in increased employment. At this point, the implementation of Alternative 2 will likely result in some impact on the Town of Amherst School District's ability

to provide educational services to the community. However, the impacts would occur over a significant period of time, reducing the overall impact. Further analysis would need to occur if this Alternative is chosen.

Significance of Impacts

At this time, no significant adverse impacts on the Town of Amherst School District's ability to provide educational services to the community is anticipated under Alternative 2.

5.2.2.2.7 Historic and Archaeological Resources

Potential Impacts

A Phase 1A Archeological Investigation was performed for the North Campus (*DGEIS Appendix C*). Based on the results of the study, no significant impacts are anticipated on on-site resources, although there may be impacts from non-ECC and catalytic development off-site. It is recommended that a Phase IB Survey be conducted at the time of project implementation to ensure that no adverse impacts on significant resources occur in the areas of planned disturbance if Alternative 2 is selected as the preferred alternative.

Significance of Impacts

As a result of a Phase 1A Archeological Investigation, no significant adverse impacts on on-site cultural, historical, or archeological resources are anticipated under the implementation of Alternative 2, and, therefore, no mitigation is required at this time. However, it is recommended that a Phase 1B Investigation be performed in the areas of planned disturbance at the North Campus at the time of project implementation.

5.2.2.2.8 Public Health – Hazardous Materials

No abatement or remediation costs are presumed to be required as any sale of the Campus would be on an as-is condition. However, any potential environmental concern may reduce the property's value.

If abatement and remediation were required, it is anticipated that cost for full abatement and closure at the site would approach \$1.5 million. The order of magnitude costs provided are based on professional judgment relative to an approximate range of potential costs for petroleum or other hazardous materials remediation that might be anticipated. This cost is combined with an order of magnitude estimate of potential asbestos abatement of a facility based on existing information, age, professional judgment, and previous experience.

5.2.2.3 City Campus

5.2.2.3.1 Geology

Subsurface

Potential Impacts

The majority of the sites proposed for development of the City Campus are either currently occupied by buildings or are surface parking lots and are generally impervious. The use of a pneumatic hammer is likely to be necessary. Also, depending upon the final type of buildings to be constructed and the number of stories, it might be necessary to drive piles into bedrock. In which case, blasting may be necessary. The driving of piles to anchor the buildings, the use of a pneumatic hammer, and any blasting may result in disturbances to surrounding uses.

Mitigation

All blasting, the use of pneumatic hammers, and the driving of piles for structural support, if necessary, will be undertaken during daytime hours, and if possible, between college sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will, to the maximum extent practicable, attempt to fully comply with the City of Buffalo noise ordinance.

Significance of Impacts

As a result of the above proposed provisions and mitigation, impacts associated with bedrock encounters and the potential need to anchor the proposed buildings to bedrock for structural support, are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted to identify the locations and depths to any bedrock within the area proposed for construction.

Surface

Soil Erosion and Runoff

Potential Impacts

The majority of the soil to be disturbed is urban in nature and likely consists of imported fill. Load bearing capacities for these soils are currently unknown and subsequent site investigations will be necessary in the form of geo-technical evaluations during implementation of Alternative 2 to fully determine soil type and any potential development constraints.

Due to the fact that the proposed areas for disturbance under Alternative 2 are currently occupied by either buildings or surface parking, and generally impervious, there will essentially be no increases in impervious surfaces, and as a result, minimal increases in storm water runoff.

During construction, soil erosion and runoff may result. Any soil erosion and additional storm water runoff may have impacts on the City's wastewater system. The ECC City Campus is currently serviced by a combined sewer system. In addition, there is the potential of soil and dust particles becoming stirred during construction, which may affect surrounding areas of downtown.

Mitigation

To mitigate impacts of soil and dust particles being stirred and impacting surrounding uses, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site.

To mitigate potential impacts from soil erosion and increased storm water runoff during and after construction, a Storm Water Pollution Prevention Plan will be developed in accordance with the NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activities (GP-02-01). Through the preparation and implementation of this plan, impacts resulting from erosion, sedimentation, and storm water runoff during construction will be mitigated. This plan will include temporary measures for mitigation of erosion and sediment control during construction, including the use of silt fence, straw bale dikes, sediment traps, and other techniques, as deemed appropriate. The plan may also include permanent measures such as lined channels, rock outlet protection, storm sewers, and detention basins. The plan will also employ techniques to reduce the pollutant load in storm water runoff from developed areas. These techniques may include filter strips, water quality inlets, infiltration, or detention, as appropriate. Also, best management practices will be employed throughout the implementation of Alternative 2 at the City Campus to protect against soil erosion and storm water runoff impacts.

Furthermore, the SWPPP will be in compliance with the City of Buffalo's current and future storm water pollution regulations as revised under the new Phase II regulations.

Significance of Impacts

As a result of these provisions and mitigation measures, and the fact that the sites proposed for development are currently impervious and previously disturbed by development, any impacts related to soil erosion and/or runoff are expected to be minimal.

5.2.2.3.2 Water Resources

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 2. See *DGEIS Section 5.2.2.3.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants.

Storm Water

Under Alternative 2, there is essentially no proposed increase in impervious surfaces, as the proposed development will take place on sites currently occupied by structures or by surface parking. However, there is the potential for soil erosion and increased storm water runoff during construction. Potential soil runoff and storm water may impact the City's storm/sewer system.

Surface Water

There are no surface water features on the City Campus or in the area proposed for development. Impacts to surrounding surface waters such as Lake Erie and the Buffalo River may occur as a result of construction operations from soil erosion and storm water runoff, if proper mitigation measures and best management practices are not followed.

Floodplain

No designated floodplains exist on or near the City Campus or in the area proposed for development. Therefore, no impacts on designated floodplains are anticipated under the implementation of Alternative 2.

Mitigation

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 2. See *DGEIS Section 5.2.2. 3.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants and proposed mitigation measures.

Storm Water Runoff, Surface Water, and Floodplains

Refer to *DGEIS Section 5.2.2.3.1 Geology* for a discussion on the proposed SWPPP and related mitigation measures to handle any potential impacts on surface water resources and designated floodplains as a result of soil erosion and increased storm water runoff.

Significance of Impacts

As a result of the provisions and proposed mitigation described above in DGEIS Section 5.2.2.3.1 Geology, along with the institution of best management practices during construction, impacts associated with storm water and soil erosion on nearby surface waters and designated floodplains are expected to be minimal, if not non-existent. Close coordination with the City of Buffalo and NYSDEC will be made during the preparation of the SWPPP.

5.2.2.3.3 Terrestrial and Aquatic Ecology

Vegetation

Potential Impacts

No vegetation is proposed to be impacted during the implementation of Alternative 2, since no significant vegetation exists on the City Campus and in the area proposed for development. The implementation of Alternative 2 will conversely result in a positive impact on vegetation, as numerous street trees and other ornamental plantings are proposed in and around the City Campus.

Significance of Impacts

As no significant amounts of vegetation exist in and around the current City Campus and due to the fact that Alternative 2 calls for the planting of numerous street trees and ornamental plantings, Alternative 2 will have a positive impact on vegetation in and around the City Campus. Therefore, no mitigation is necessary.

Terrestrial Resources

Potential Impacts

The City Campus currently possesses small terrestrial species common to dense urban areas. Because a minimal amount of vegetated areas currently exist, and numerous plantings are proposed throughout the Campus, impacts on terrestrial species are considered minimal. In fact, there may be an increase in the number of typical terrestrial species such as birds at the completion of construction, a positive impact.

Significance of Impacts

Due to the fact that Alternative 21 will result in the addition of numerous trees and ornamental plantings in and around the City Campus, there is likely to be additional habitats for bird species at the completion of construction, a positive impact. Therefore, no mitigation is necessary.

Aquatic Species

Potential Impacts

No surface water resources exist on the City Campus or in the areas proposed for construction. There are, however, surface water resources present in the general vicinity of the Campus, such as the Buffalo River and Lake Erie. Aquatic species present in these resources could be adversely impacted by soil erosion and storm water runoff during the construction of Alternative 2 at the City Campus.

Mitigation

Refer to *DGEIS Section 5.2.2.3.1 Geology* for a description of the proposed SWPPP and associated mitigation measures for minimizing or alleviating impacts to aquatic species from the implementation of Alternative 2 at the City Campus.

Significance of Impacts

As a result of the above provisions and proposed erosion control measures discussed in DGEIS Section 5.2.2.3.1 Geology, combined with the distance of the off-campus surface water resources and the implementation of best management practices during construction, any potential impacts to aquatic species from the implementation of Alternative 2 are expected to be minimal, if not non-existent.

Significant, Endangered, or Protected Species and Habitats

Potential Impacts

Pursuant to a letter dated July 3, 2003, from the NYSDEC New York Natural Heritage Program, there are no records of known occurrences of rare or State-listed animals and plants, significant natural communities, or significant habitats, on or in the immediate vicinity of the City Campus (*DGEIS Appendix B Correspondences – Betty A. Ketcham, Information Services, NY Natural Heritage Program, 7-3-03*). Therefore, no impacts on said species are anticipated.

Critical Environmental Areas

Potential Impacts

There are no Critical Environmental Areas (CEAs) on or near the City Campus; therefore, no impacts to CEAs are anticipated as a result of the implementation of Alternative 2.

5.2.2.3.4 Parking

Refer to DGEIS Section 5.2.1.5.2 Parking.

5.2.2.3.5 Land Use, Zoning, and Community Character

Land Use and Community Character

Potential Impacts

Alternative 2 will have a positive impact on the surrounding land use because under-utilized buildings and unsightly surface parking areas are proposed for replacement by the new campus facilities. Furthermore, the planting of numerous street trees and ornamental plantings in and around the City Campus will also have positive implications on the surrounding land uses, the community character of the downtown area, and adjoining and nearby neighborhoods.

As discussed under Alternative 1 above, the current three-campus configuration, when combined with additional suburban style development, contributes trend of outward migration and suburbanization, which has plagued the City of Buffalo for the last quarter century and more. However, changing to a single main campus configuration will not alleviate this continuing trend, but will begin to promote centralized development served by public transportation, and in areas that have the infrastructure capabilities to support large and growing populations. Refer to *DGEIS Section 5.2.2.5 Cumulative Impact Analysis* for additional information on this potential impact.

Significance of Impacts

Alternative 2 will result in positive impacts on the surrounding land uses and community character through the construction of the new campus in currently under-utilized areas, and the aesthetic enhancement of this portion of downtown Buffalo through the planting of numerous street trees and ornamental plantings. In addition, Alternative 2 will have a positive impact on the fiscal and social well being of the City as whole as it will promote the idea of centralized development and ECC will no longer be contributing to the trend of suburbanization which taxes social and environmental resources.

Noise

The City of Buffalo regulates noise pollution through §293 of the City's Code. Currently, the main source of noise around the City Campus originates from automobile traffic on City streets and I-190 to the south. Located in an urban setting, the City Campus experiences sounds typically prevalent in downtown areas.

Potential Impacts

Use of a pneumatic hammer may be necessary. Also, depending upon the final types of buildings to be constructed and the number of stories, it might be necessary to drive piles into bedrock for structural stability. In which case, blasting may be necessary. The driving of piles to anchor the building, the use of a pneumatic hammer, and any blasting may result in noise impacts and disturbances to surrounding uses. However, the existing sources of noise surrounding the Campus such as the vehicle traffic and additional urban noise sources will act to drown out some construction-related noise, thus minimizing the potential impacts of noise during construction phases.

The projected increase in students to attend the Downtown Campus will result in an increase in the number of automobile trips over the current number of trips, and as a result, automobile associated noises will also increase. This increase in noise, however, will be allocated to the morning and evening rush hours and isolated to the Downtown Campus area. This increase in vehicle trips and associated noise will likely be absorbed into the current rush hour traffic.

Mitigation

All blasting, the use of pneumatic hammers, and the driving of piles for structural support, if necessary, will be undertaken during daytime hours and, if possible, between college sessions. ECC will, to the maximum extent practicable, fully comply with the City of Buffalo noise ordinance.

Significance of Impacts

With the above mitigation and provisions, and intent to comply with the City's noise ordinance, significant adverse impacts related to blasting and/or the use of pneumatic hammers are not anticipated.

Lighting

Currently, the City does not directly regulate lighting impacts through an ordinance. The main source of ambient light in and around the City Campus can be attributed to street lights and lighting from buildings and automobiles. Ambient light in Buffalo is generally visible throughout the metropolitan region. The City Campus is not a significant contributor to ambient light in the region.

Potential Impacts

Under Alternative 2, the new campus buildings will add to the ambient light in the downtown area. However, these new buildings will not significantly contribute to the existing ambient

light in the metropolitan region, or result in a noticeable increase on a level that would be considered significant.

Mitigation

The best available lighting technology will be employed to mitigate potential lighting impacts to the maximum extent practicable. Examples of potential mitigation measures may include, but without limitation, the use of cut-off light fixtures or equivalent lighting under opaque canopies; the use of timers, dimmers, and/or sensors to reduce overall energy consumption and eliminate unneeded lighting; the lighting of only areas and objects for safety considerations; and the shielding of perimeter lighting so that no one off the property can see the bulb, lens, or reflector, or any lighting fixture on the premises.

Significance of Impacts

As a result of the proposed mitigation and provisions and the existing ambient sources of light currently prevalent around the City Campus, lighting impacts related to the implementation of Alternative 2 at the City Campus are not anticipated to be significant.

Consistency with the City's Draft Comprehensive Plan

The Buffalo Comprehensive Plan (Draft dated June 26, 2003) contains two development priorities: Fix the Basics and Build on Assets.

Fix the Basics:

The City of Buffalo has identified three Policies with respect to Fixing the Basics. They are maintaining the City's existing infrastructure, delivering quality municipal services, and restoring the Ellicott and Olmstead systems and the waterfront. To fix the basics, the citizens of Buffalo expressed four priorities: Protect Property Values, Ensure Public Safety, Promote Job Creation and Employment, and Provide Quality and Choice in Education.

Build on Assets:

The City of Buffalo has identified four Policies with respect to Building on Assets. They are transforming the economy, building schools, implementing community preservation plans, and rebuilding neighborhoods.

Potential Impacts

With respect to Alternative 2, the ECC Campus Master Plan complements both development priorities. The ECC Campus Master Plan will help maintain the existing infrastructure through reinvesting in the Downtown Campus buildings, pedestrian ways, and urban amenities.

Alternative 2 will provide significant improvements to Buffalo's downtown, and is consistent with the Plan's policies and recommendations.

Significance of Impacts

Alternative 2 complements both development priorities of and is consistent with the City's Draft Comprehensive Plan, dated June 26, 2003.

Zoning

ECC is exempt from compliance with local zoning. However, all attempts will be made to comply with existing and future local land use regulations.

5.2.2.3.6 Community Services

Water

According to the City of Buffalo's June 26, 2003 Comprehensive Plan, sufficient capacity currently exists to accommodate current and future water demands.

Potential Impacts

Alternative 2 will result in the construction of a 817,000 gross square feet new academic, administration, and support space, with a projected student population of approximately 10,220 2015. Based on the NYSDEC Division of Water publication "Design Standards for Waste Water Treatment Works" (1988), the City Campus has a current water demand of 26,800 GPD. It should be noted that these estimates are assuming that these students are present throughout the day at the City Campus. In reality, the water demand is lower due to the fact that each student generally does not occupy the Campus throughout the day, and that there is a mix of full- and part-time students.

Under Alternative 2, the projected student population is estimated to result in a total increase in water demand of approximately 75,200 GPD, resulting in a total water demand of around 102,000 GPD. Note that this projected increase will occur over a 13-year time period and result in an annual increase in water demand of roughly 786 GPD.

The proposed construction of the City Campus will add to the demand for adequate fire flow protections. Due to the fact that the proposed campus designs are preliminary at best, accurate needed fire flow (NFF) calculations will need to be performed and coordination made with the City of Buffalo Fire Department to ensure adequate pressures exist for the Campus, once final designs are developed.

Significance of Impacts

Due to the fact that adequate water supply currently exists in the City of Buffalo, and that under Alternative 2, the City Campus will see a significant jump in the student population through 2015 with an associated increase in water demand over the same period. However, due to the fact that the City currently has sufficient capacity to provide water services to a much larger population than what currently exists, the projected increased demands on municipal water supplies associated with Alternative 2 are not anticipated to result in significant adverse impacts.

It is recommended that final evaluations of water demand be performed during the final design stages of each component of Alternative 2 at the City Campus to ensure adequate capacity.

It is further recommended that individual NFF Calculations be performed for the proposed City Campus after final plans are developed to ensure adequate water pressure exists for the Campus.

Sewer

According to the City of Buffalo, the municipal system has a capacity sufficient to serve a population of 650,000 people, approximately twice the current population of Buffalo.

Potential Impacts

Utilizing the NYSDEC Division of Water publication “Design Standards for Waste Water Treatment Works” (1988), the City Campus has a current sanitary sewer discharge level of approximately 26,800 GPD. The projected increase in discharge is estimated at 76,410 GPD, resulting in a total load of 102,200 GPD. This translates into a insignificant annual load increase of approximately 5,900 GPD through the year 2015.

Significance of Impacts

Due to the fact that the City of Buffalo has the current capacity to treat wastewater for twice the current City population, and the fact that the implementation of Alternative 1 at the City Campus will only increase the load on the City’s treatment facilities by approximately 100 GPD annually through the year 2015, impacts on the City’s ability to effectively treat wastewater under full build-out of Alternative 1 will not be significant.

Campus Heating Systems

Potential Impacts

Heat for the proposed City Campus will be generated on-site. Due to the preliminary nature of the campus design, the total heat output from the campus is currently unknown. A Title V Permit may be necessary and coordination with the NYSDEC will be necessary. All emissions from the City Campus will be in full compliance with NYSDEC and federally mandated standards. It is anticipated that no impacts to the local air quality will result from the construction of the new City Campus. It should be noted, however, that Erie County is currently in non-attainment status for Ozone.

Significance of Impacts

Coordination with the NYSDEC will be necessary after final plans are developed to determine in a Title V Permit will be necessary. It is not anticipated that emissions from the City Campus will result in an adverse impact due to state of the art heating and cooling equipment proposed to be used.

Electrical Power, Natural Gas, and Telecommunications

Potential Impacts

Electricity and gas utilities to the Campus are currently provided by Niagara Mohawk, a National Grid Company. Telephone services are currently provided by Bell Atlantic. It is anticipated that these private utilities have adequate capacity to serve under Alternative 2. Due to the preliminary nature of this proposal subsequent environmental reviews will be necessary to evaluate energy capacity. There is also sufficient capacity in the region's fiber optic network.

Significance of Impacts

Provided adequate energy capacities exist, and due to the fact that sufficient capacity in the region's fiber optic network exists, no significant impacts on the ability of the City Campus to receive these services are anticipated.

Emergency and Protective Services

Police Protection

Potential Impact

The new Academic Building is proposed to be combined with the proposed Public Safety Building, which will house both the City of Buffalo and Erie County Sheriff's Departments. It is estimated that approximately 230 public safety employees will be present in and around the

new Academic Building while classes are in session. Also, the new Academic Building and the rest of the City Campus will be constructed with the latest safety and security technology. Any increase in the need for police services associated with Alternative 2 will be minimal.

Significance of Impacts

Due to the construction of the Public Safety Building and the presence of approximately 230 Public Safety Employees, and the safety and security technology components to the new campus, significant adverse impacts on the ability for the City of Buffalo Police Department to provide protective services to the City Campus under Alternative 2 are not anticipated.

Fire Protection and EMS

Potential Impact

Construction materials used on-site will be selected to minimize fire hazards. All new buildings will be constructed with appropriate fire ratings. As previously mentioned, the new Academic Building will be combined with the proposed Public Safety Building which will house both the City Police and the County Sheriff's department. The building will be the headquarters for the City Fire Department and Erie County Emergency Services. No concerns for adequate fire protection for new buildings are anticipated. Coordination with the City's departments is being made to confirm their ability to provide the necessary protection services. The results will be provide as an addendum to the DGEIS or if deemed necessary, incorporated into the FGEIS.

Significance of Impacts

With the utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, and provided the ability of the City Fire Department and Emergency Services Department can provide the necessary services, no adverse impacts are anticipated.

Waste Management

Potential Impact

Under Alternative 2, an increase in solid waste is anticipated, as the number of students will increase from 2,759 to 10,220 by the year 2015, which is likely to result in the generation of a significant amount of additional solid waste. However, this estimated increase in students will occur over a 13-year time frame and likewise, the increase in the amount of solid waste will also occur over the same time frame thus lessening the significance of the waste increase.

Significance of Impacts

Due to the fact that the projected increase in students will occur over a 13-year time period, significant impacts related to proper waste disposal is not anticipated.

5.2.2.3.7 Historic and Archaeological Resources

Potential Impacts

A Phase 1A Archeological Investigation was performed for the City Campus (*DGEIS Appendix C*). Based on the results of the study, no significant impacts are anticipated. However, it is recommended that a Phase IB Survey be conducted to ensure no adverse impacts on significant resources occur.

Significance of Impacts

As a result of a Phase 1A Archeological Investigation, no significant adverse impacts on on-site cultural, historical, or archeological resources are anticipated under the implementation of Alternative 2, and, therefore, no mitigation is required at this time. However, it is recommended that a Phase 1B Investigation be performed in the areas of planned disturbance at the City Campus at the time of project implementation.

5.2.2.3.8 Public Health – Hazardous Materials

5.2.2.3.8.1 Existing Campus Buildings

A closed 10,000-gallon fuel oil tank in the former Post Office Building is a potential concern if excavation or redevelopment in that area is undertaken. Asbestos is also likely to be present in the former Post Office Building and any significant renovations will likely require abatement.

5.2.2.3.8.2 Surrounding Properties for Development

5.2.2.3.8.2.1 Location 2 – Green Space

A gas station existed at the corner of South Division and Oak Street from at least 1925 through 1951. There is a good probability that some residual petroleum contamination is present at the site.

5.2.2.3.8.2.2 Location 3 – NFTA Transportation Center

NFTA is a SQG of hazardous material, and a number of underground storage tank incident reports were found for this block. In addition, a gas station was also present on this block in the 1950s. There is a very good probability of residual petroleum contamination at this site.

5.2.2.3.8.2.3 Location 4 – New Mixed-Use Development

There has been historic use of portions of this block for the manufacture of lead pipe from at least 1889 through 1951. There is an environmental concern associated with this manufacturing operation and residual lead contamination that may be present at the site.

5.2.2.3.8.2.4 Location 6 – Proposed Academic Building

Historic equipment repair was performed on portions of the block. This leads to some slight concern regarding residual contamination that might be present at the site.

5.2.2.3.8.2.5 Location 7 – Proposed Academic Building

Historic services associated with motor repair were identified on portions of the block. This leads to some slight concern regarding residual contamination that might be present at the site.

5.2.2.3.8.2.6 Location 8 – Potential Structured Parking

No specific data is available for this property; however, some remedial activities could be expected during redevelopment due to past use and backfill practices.

5.2.2.3.8.2.7 Location 9 – Potential Structured Parking

Historic information indicated presence of a gasoline station along Elm Street during the 1950s, as well as auto repair activities. Also, the existing building is old and is likely to contain asbestos, which would require abatement prior to demolition. There is likely to be contamination and asbestos encountered during site redevelopment.

5.2.2.3.8.2.8 Location 10 – Public Safety Service Building

Historic information indicated a gasoline station on the corner of South Division and Michigan from the 1920s through the 1950s. Residual petroleum contamination is likely to be present and any associated redevelopment may likely encounter it.

Asbestos is likely to be present in the Goodwill Building. Abatement prior to demolition appears to be underway.

5.2.2.3.8.2.9 Location 11 – Potential Surface Parking

No specific data is available for this property; however, there is a slight potential that there will be a need for remedial activities during development.

5.2.2.3.8.2.10 Alternative 2 – Consolidation of Campuses to Downtown Area

Six of the eleven properties in use or under consideration for development were associated with a service station, repair shop, or maintenance garage. Additionally, at least seven of eleven sites are or were associated with surface parking. At these locations, any type of building debris or fill may have been used to level the site. The order of magnitude costs provided are based on professional judgment relative to an approximate range of potential costs for petroleum or other hazardous materials remediation that might be anticipated. This cost is combined with an order of magnitude estimate of potential asbestos abatement of a facility based on existing information, age, professional judgment, and previous experience.

5.2.2.3.8.2.11 Location 1 – Existing Campus Building (Former Post Office)

Concern for this facility is associated with a closed 10,000-gallon fuel tank on this site. Additionally, the potential for asbestos abatement is significant if renovations are required.

It is estimated that remediation costs for this building are anticipated to be on the order of \$500,000.

5.2.2.3.8.2.12 Location 2 – Green Space

No specific database concerns were identified; however, historical information indicates that a gas station existed on the corner of South Division and Oak Street from around 1925 through 1951. Residual petroleum contamination is likely present beneath the ground surface.

If any excavation or disruption of the former gas station area is undertaken, it is anticipated that remediation costs on the order of \$100,000 would have to be expended.

5.2.2.3.8.2.13 Location 3 – NFTA Transportation Center

Several underground storage tank incidents and leaks were associated with this site. In addition, a gas station was present on this block in the 1950s. There is a reasonable probability that residual petroleum contamination is present and would require remediation if a new structure were to be built at this site. If included in present development plans, an allowance of \$500,000 for remediation is anticipated.

5.2.2.3.8.2.14 Location 4 – Mixed Use Development

No specific database information appears available for this site. However, historical data indicated the presence of a lead pipe manufacturing company from 1889 through 1951 on this block. It is anticipated that remediation would be required to deal with residual lead contamination that may be present. The approximate remediation costs are anticipated to be on the order of \$500,000.

5.2.2.3.8.2.15 Location 5 – Flickinger Center

No specific database information appears available. Historical data indicated that several underground storage tanks were uncovered during construction of the building and remediation was required. No remedial costs are anticipated to be required as no work is planned.

5.2.2.3.8.2.16 Location 6 – Proposed Academic Building

No specific database information appears available for this block. Historic data indicates that equipment repair was performed on portions of this block. Nominal remediation costs (\$100,000) are anticipated for this location.

5.2.2.3.8.2.17 Location 7 – Proposed Academic Building

No specific database information appears available for this block. Historic data indicated motor repair on portions of this block. Nominal remediation costs (\$100,000) are anticipated for this location.

5.2.2.3.8.2.18 Location 8 – Potential Structured Parking

No specific database information appears available for this block. Aerial photographs show buildings on this property into the 1970s. It is anticipated that some remedial costs would be required if a parking structure were constructed. Remediation costs are anticipated to be on the order of \$100,000.

5.2.2.3.8.2.19 Location 9 – Potential Structured Parking

No specific database information appears available for this block. Historic information indicates a gasoline station and auto repair shop along Elm Street during the 1950s. Also, asbestos abatement of buildings from 17-21 Elm Street is likely to be required prior to demolition. There is a reasonable probability for remediation at this block. Remediation and abatement costs are anticipated to be on the order of \$500,000.

5.2.2.3.8.2.20 Location 10 – Public Safety Service Building

Specific database information available for this block indicates Goodwill Industries as a small quantity generator of hazardous material. No storage tanks are recorded as being present at the site. However, historic information indicates a gas station existed on the corner of South Division and Michigan from the 1920s through the 1950s. Residual petroleum contamination is likely to be present and redevelopment may likely encounter it.

Asbestos is also likely to be present in the Goodwill Building and this abatement appears to be underway (June 2003) prior to demolition.

Additional remediation costs (associated with petroleum contamination) are anticipated to be on the order of \$100,000.

5.2.2.3.8.2.21 Location 11 – Surface Parking Area

No specific database information appears available for this area. Historic information indicates that buildings existed at the site up through the 1950s.

There is no specific information that indicates residual contamination; however, based on the location and existence of commercial buildings, there is a slight chance that remediation may be required. Nominal remediation costs (\$100,000) are anticipated for this location.

5.2.2.4 South Campus

The following is a preliminary examination of potential impacts based on modeling of economic and environmental impacts for the implementation of Alternative 2. Development Scenario 1 was selected for the 213-acre South Campus. This Scenario includes an estimated development density of 10,000 square feet per acre as well as the following information:

- 104 acres of private development on Hamburg portion of Campus
- 109 acres of private development on Orchard Park portion of Campus

Given the length of time involved in the implementation of Alternative 2, Scenario 1, no significant impacts are anticipated at this time. In most instances, a more detailed review by the site developer will be necessary prior to development.

5.2.2.4.1 Geology

Subsurface

Potential Impact

According to preliminary analysis, any proposed construction is not anticipated to encounter bedrock. It may therefore be necessary in some locations to employ limited blasting and/or the use of a pneumatic hammer during construction. This may result in disturbances to students, faculty, and staff at the South Campus and nearby residences and uses.

Mitigation

All blasting and use of the pneumatic hammer, if necessary, will be undertaken during daytime hours, and if possible, between College sessions. All precautions will be taken to ensure public safety is maintained during periods of blasting. ECC will take all precautions in an attempt to comply with the Noise Ordinances of both Towns during construction.

Significance of Impacts

As a result of the above proposed provisions and mitigation, impacts associated with bedrock encounters are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted by the site developer to identify the locations and depths to any bedrock within areas proposed for construction.

Surface

Soils

Potential Impacts

The soils on the South Campus often have a wet state high in profile and a layer of low hydraulic conductivity, resulting in poor drainage characteristics and a shallow depth in the mean high water table of approximately one to three feet. While these soil characteristics may present some challenges during construction, impacts are anticipated to be minimal, provided proper construction techniques are employed.

Mitigation

Specific construction and pre-development site preparation techniques may be required to ensure the stability of proposed buildings, driveways, and parking areas.

Significance of Impacts

Based on the preliminary soils analysis, impacts associated with soil conditions are expected to be minimal. It is recommended, however, that a full geo-technical evaluation be conducted by the site developer to verify the existing soil conditions within areas proposed for construction.

Soil Erosion and Runoff

Potential Impacts

Alternative 2 will require the removal of existing vegetation, and an increase in impervious areas from 40 to 49 acres. This may result in soil and dust particles becoming stirred during construction and may affect surrounding uses and other areas of the Campus. In addition, there will be the potential for soil erosion during construction, and a likely increase in the amount of storm water to be treated on-site or by the municipal system. Currently, storm water from the South Campus partially drains into the municipal system and partially into an open grassy area. No problems with the South Campus storm water system were identified during site visits in the spring of 2003. However, improvements to the system will likely be necessary to accommodate the proposed increase in impervious areas.

Mitigation

To mitigate these impacts, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site. Furthermore, a Storm Water Pollution Prevention Plan (SWPPP) will be developed in accordance with the NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activities (GP-02-01). Through the preparation and implementation of this Plan, impacts resulting from erosion, sedimentation, and storm water runoff during construction will be mitigated. This plan will include temporary measures for mitigation of erosion and sediment control during construction, including the use of silt fence, straw bale dikes, sediment traps, and other techniques, as deemed appropriate. The Plan may also include permanent measures such as lined channels, rock outlet protection, storm sewers, and detention basins. The Plan will also employ techniques to reduce the pollutant load in storm water runoff from developed areas. These techniques may include filter strips, water quality inlets, infiltration, or detention, as appropriate. Also, best management practices will be employed throughout the implementation of Alternative 2 at the South Campus to protect against soil erosion and storm water runoff impacts.

Furthermore, the SWPPP will, to the fullest extent practicable, be in compliance with the Town of Hamburg and Orchard Park storm water pollution regulations. Both communities will be bringing their regulations into compliance with the new USEPA and NYSDEC Phase II Storm Water Regulations over the next few years. The implementation of Alternative 2 at the South Campus, if chosen, would, to the fullest extent practicable, comply with the revised storm water regulations.

Significance of Impacts

As a result of these provisions and mitigation measures, and the generally level character of the Campus, any impacts related to soil erosion and/or runoff are expected to be minimal.

5.2.2.4.2 Water Resources

Potential Impacts

Groundwater

No impacts to groundwater quality are anticipated under the implementation of Alternative 2 on the South Campus. See *DGEIS Section 5.2.2.4.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants.

Storm Water

Under Alternative 2, impervious areas are proposed to increase from 40 to approximately 49 acres. A significant portion of new development will likely take place over existing parking lots; thus, the total amount of new impervious areas will be minimized.

Surface Water

There are no surface water features on the South Campus. Impacts to surrounding surface waters may occur as a result of construction operations. Refer to *DGEIS Section 5.2.2.4.1* above for a discussion on storm water impact mitigation. There are, however, several small drainage channels south of the Campus and a small water body with associated wetlands also located south of the Campus. Rush Creek flows south of U.S. Route 20 and Big Tree Road and ultimately empties into Lake Erie. Minor impacts on these surface waters may occur through soil erosion and storm water runoff during and after construction.

Floodplains

No designated floodplains exist on the South Campus. Due to the provisions and mitigation measures proposed above in *DGEIS Section 5.2.2.4.1 Geology*, impacts to surrounding floodplains under the implementation of Alternative 2 are not anticipated.

As a result of the provisions and proposed mitigation described above in *DGEIS Section 5.2.2.4.1 Geology*, impacts associated with storm water are expected to be minimal. Close coordination with the Town of Hamburg, Town of Orchard Park, and NYSDEC will be made during the preparation of the Storm Water Pollution Prevention Plan.

Mitigation

No impacts to groundwater quality are anticipated under the implementation of Alternative 2. See *DGEIS Section 5.2.2.4.8 Public Health – Hazardous Materials* for a discussion of potential impacts associated with any existing environmental contaminants and proposed mitigation measures.

Storm Water Runoff, Surface Water, and Floodplains

While no surface water features or designated floodplains exist on the South Campus, impacts to surrounding surface waters, such as Rush Creek and associated tributaries and wetlands, may result from soil erosion and storm water runoff during construction operations. In addition, the implementation of Alternative 2 will likely increase the amount of storm water runoff to be treated on-site or by the municipal system. Refer to *DGEIS Section 5.2.2.4.1 Geology* for a discussion on the proposed SWPPP and mitigation measures to handle any potential impacts

associated with storm water runoff, surface water resources, and designated floodplains as a result of soil erosion and an increase in storm water runoff.

Significance of Impacts

As a result of the provisions and proposed mitigation described above in DGEIS Section 5.2.2.4.1 Geology, impacts associated with an increase in storm water runoff and on surface water resources and designated floodplains are expected to be minimal, if not non-existent. Close coordination with the Town of Orchard Park, the Town of Hamburg, and the NYSDEC will be made during the preparation of the proposed Storm Water Pollution Prevention Plan.

5.2.2.4.3 Terrestrial and Aquatic Ecology

Vegetation

Potential Impacts

The majority of new private development that will occur through the implementation of Alternative 2 will likely take place on pre-existing impervious areas, and will therefore result in minimal loss of vegetation. The loss of vegetation, although minimal, may result in soil erosion and increased storm water runoff.

Mitigation

To mitigate against the loss of vegetation, the site developer should ensure that all disturbed areas are re-vegetated as appropriate. All cleared areas that will not be built on will be re-vegetated and landscaped. Re-vegetation, whether ornamental plantings or lawned areas, will deter increased storm water flows generated during construction.

In addition, as a result of Alternative 2, private site developers should propose additional plantings throughout the site, especially along the periphery. This will provide an overall net increase in the amount of vegetation and serve to screen or soften views from off-campus. Re-vegetation, whether ornamental plantings or lawned areas, will deter increased storm water flows generated during construction.

Refer to *DGEIS Section 5.2.2.4.1 Geology* for a description of the proposed SWPPP and mitigation measures against possible impacts from soil erosion and increased storm water runoff from the implementation of Alternative 2.

Significance of Impacts

As a result of these provisions, other mitigation measures the site developer will most likely employ, and the generally level character of the Campus, the impact from the permanent or

temporary loss of vegetation is expected to be minimal. The proposed increase in vegetation throughout the Campus will result in a positive impact by screening or softening views of the Campus from the surrounding areas.

Terrestrial Resources

Potential Impacts

The South Campus currently possesses small terrestrial species common to suburban areas. There may be temporary impacts to existing terrestrial species associated with the private construction of Alternative 2. Site development will occur in a manner that minimizes the impacts on terrestrial species, and in fact, there may be an increase in the number of typical terrestrial species at the completion of construction.

Significance of Impacts

The impact on terrestrial species from the implementation of Alternative 2 due to the permanent loss of vegetation is expected to be temporary and minimal. The proposed increase in vegetation throughout the Campus will ultimately result in additional area for terrestrial species typical in suburban areas, a positive impact for terrestrial species.

Aquatic Species

Potential Impacts

No surface water resources exist on the South Campus. Surface water features do exist in the general vicinity of the Campus, however. The implementation of Alternative 2 may result in soil erosion and increased storm water runoff, which may result in impacts to aquatic species in the nearby surface waters.

Mitigation

Refer to *DGEIS Section 5.2.2.4.1 Geology* for a description of the proposed SWPPP and mitigation measures against possible impacts from soil erosion and increased storm water runoff from the implementation of Alternative 2.

Significance of Impacts

As a result of the proposed erosion control measures discussed above in DGEIS Section 5.2.2.4.1 Geology, any potential impacts to aquatic resources off-Campus, based on the distance to off-campus surface water resources, are expected to be minimal, if not non-existent.

Significant, Endangered, or Protected Species and Habitats

Potential Impacts

Pursuant to a letter dated July 3, 2003, from the NYSDEC New York Natural Heritage Program, there are no records of known occurrences of rare or state-listed animals and plants, significant natural communities, or significant habitats, on or in the immediate vicinity of the South Campus (*DGEIS Appendix B Correspondences – Betty A. Ketcham, Information Services, NY Natural Heritage Program, 7-3-03*). Therefore, no impacts on said species are anticipated.

Critical Environmental Areas

Potential Impacts

There are no Critical Environmental Areas (CEAs) on or near the South Campus, and therefore, no impacts to CEAs are anticipated as a result of the implementation of Alternative 2.

5.2.2.4.4 Parking

Under Alternative 2, the South Campus would close and Campus parking would not be required. New use facilities would likely opt to construct new parking for their facilities. If reuse of existing buildings in new uses is considered, then surface lots could be renovated and reused on a case-by-case basis.

5.2.2.4.5 Land Use, Zoning, and Community Character

Zoning

Potential Impacts

The land use on the South Campus under Alternative 2 would consist primarily of office uses with some research and development or warehouse uses as well. The current zoning of the South Campus is R-1 Residential in Orchard Park and R-3 Residential in Hamburg.

All attempts will be made by the site developer to comply with existing and future local land use regulations. Therefore, impacts on zoning under Alternative 2 will be minimal.

Noise, Dust, Aesthetics, and Lighting

Potential Impacts

Under Alternative 2, additional buildings will be constructed. Impacts to residences and other nearby and adjoining uses may occur in the form of noise and dust during construction, and in the form of noise as a result of the operations. Existing sources of ambient noise include automobile traffic and noise generated from employees and visitors. Currently, both sets of

residences front busy collector roads that experience significant daily traffic volumes. Automobile traffic is an existing source of ambient noise in the area surrounding the Campus. Visual, aesthetic, and lighting impacts on adjoining residences may also occur from additional outdoor lighting and outdoor storage of vehicles.

Mitigation

To mitigate potential impacts during construction, all exposed soils will be covered or sprayed with water or a NYSDEC-approved dust palliative to reduce the potential for erosion and the blowing of dust particulates throughout and beyond the project site. In addition, the site developer will work with the Towns to minimize impacts by employing techniques such as the following:

- All construction will take place during normal daytime hours of 7:00 AM to 5:00 PM, Monday through Friday, will be temporary in nature, and will employ best management practices to limit noise and dust generation.
- The Town of Hamburg Noise Ordinance will be fully complied with. All new lighting fixtures will be hooded and angled so as not to result in off-site lighting impacts.

As a result of the above-mentioned provisions and mitigation measures, potential impacts on adjoining residences and other adjoining and nearby uses from future private development will be minimized to the greatest extent possible.

5.2.2.4.6 Community Services

Water

The South Campus has public water service provided by the Erie County Water Authority. Management of the public water supply occurs through local water districts. The Town of Hamburg identified adequate supply through the year 2010 in its Comprehensive Plan. Orchard Park has recently completed a comprehensive study of the public water system, and a comprehensive water system improvement project was a primary recommendation resulting from the study. The improvement project would increase fire protection in addition to improving pressures and efficiency.

Potential Impacts

Under Alternative 2, the South Campus will see a total of 2,130,000 gross square feet of office and research and development of warehouse development at full build-out. The proposed construction and development will add to the demand for adequate fire flow protections. Due to the fact that the proposed improvements are preliminary at best, accurate needed fire flow (NFF) calculations will need to be performed and coordination made with the Towns of

Hamburg and Orchard Park to ensure adequate pressures exist for the South Campus, once final designs are developed.

Significance of Impacts

Due to the fact that adequate water supply and pressure currently exists for the South Campus, impacts associated with increased demands on municipal water supplies resulting from Alternative 2 are not anticipated.

It is recommended, however, that final evaluations of water demand be performed by the site developer during the final design stages of each component of Alternative 2 at the South Campus to ensure adequate capacity. It is further recommended that individual NFF calculations be performed for each building after final plans for the proposed improvements are developed to ensure adequate water pressure exists for the Campus.

Sanitary Sewer

Public sanitary sewer consists of a network of collections and treatment plants. The South Campus is served by Erie County Sewer District (ECSD) #3 in both the Town of Hamburg and Town of Orchard Park. The Erie County/Southern Sewage Treatment Agency is an independent agency that owns, manages, and operates the sewer system.

Potential Impacts

Alternative 2 will likely add to the demand for sanitary sewer service. Due to the fact that the proposed improvements are preliminary at best, accurate calculations for demand and capacity will need to be performed. Coordination with the Towns of Hamburg and Orchard Park to ensure adequate sewer service exists for the South Campus is essential, once final designs are developed.

Significance of Impacts

Adequate sewer facilities currently exist for the South Campus, and under Alternative 2, significant impacts associated with increased demands on the sanitary sewer system are not anticipated.

It is recommended that final evaluations of the demand on the existing system be performed during the final design stages of each component of Alternative 2 at the South Campus to ensure adequate capacity.

Electrical Power, Natural Gas, and Telecommunications

Electricity is provided to the South Campus by Niagara Mohawk, a National Grid Company. Most of the building power distribution panels are filled to capacity and have little or no room to

add any new circuit breakers. The incoming 34.5kV service comes into the main switchgear located in the Facilities Building. There is an existing gas well located west of parking Lot A.

Potential Impacts

Sufficient power supplies would not likely be sustained under Alternative 2 due to the current maximum capacity of the overall power grid.

Mitigation

It will be necessary to upgrade the on-site electric system to accommodate proposed construction and development at the South Campus.

Significance of Impacts

Provided the South Campus electric system is upgraded during the implementation of Alternative 2, and the power providers (such as Niagara Mohawk) can meet future demands, no significant impacts on the ability of the South Campus to receive these services are anticipated.

Emergency and Protective Services

Police Protection

Police protection in the Town of Hamburg is provided by the Hamburg Police Department and by the Orchard Park Police Department in the Town of Orchard Park. The Hamburg Police Department serves over 56,000 residents in an area covering 48 square miles. Currently, Hamburg has 65 sworn officers, 20 dispatchers, and three dog control officers. In addition, four clerical staff assist in the operation of the department. The Erie County Sheriff's Department also provides police services for the South Campus region.

Potential Impacts

The increase in police protection anticipated under Alternative 2 is expected to be minimal, since the full build-out will occur over an extended period of time. The Hamburg and Orchard Park Police Departments are being contacted to determine their ability to continue providing services to the South Campus. Information from the Hamburg and Orchard Park Police Departments was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Since the full build-out will occur over an extended period of time, no significant impacts to the Hamburg or Orchard Park Police Departments' ability to provide adequate police protection services is anticipated. This will be confirmed through communications with the Hamburg and

Orchard Park Police Departments and incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Fire Protection and EMS

The Orchard Park Fire Company provides fire protection for the Town of Orchard Park. Fire protection for Hamburg is provided through nine Fire Districts located in the Town. Those districts include Armor Volunteer, Big Tree Volunteer, Blasdell Volunteer, Hamburg, Lake Shore Volunteer, Lake View, Newton Abbott Volunteer, Scranton Volunteer, and Woodlawn Volunteer.

Emergency medical services are provided through the Emergency Management Team in the Town of Hamburg. In the Town of Orchard Park, the Orchard Park Fire Company provides emergency services.

Potential Impacts

Construction materials used on-site will be selected to minimize fire hazard. All new buildings will be constructed with appropriate fire ratings. The Town of Hamburg and the Town of Orchard Park Fire Departments and EMS are being contacted to ensure they have the capacity to provide services to the South Campus under Alternative 2. This specific information was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

With utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, along with the ability of the Hamburg and Orchard Park Fire Departments to provide sufficient fire protection, no significant impacts related to fire protection on the South Campus are anticipated under Alternative 2. With the marginal projected increase in students through 2015, no impacts on the ability of the local EMS to provide emergency services to the South Campus are anticipated. This is being verified through communications with the fire department and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Waste Management

Waste management in the Town of Orchard Park is managed on a contractual basis through Natural Environmental, Inc. (NEI), a private company. NEI has been collecting garbage and recyclables in Orchard Park for approximately two years.

Potential Impacts

Under Alternative 2, an increase in solid waste is anticipated. However, the increase will be immeasurable in the local waste stream. ECC currently has a Solid Waste Permit through NYSDEC regarding the disposal of the solid waste generated on-campus. The future site developer will need to coordinate through NYSDEC and the local communities to determine the appropriate method for waste management.

Significance of Impacts

Alternative 2 is projected to result in immeasurable increases in the local solid waste stream, and because significant impacts related to solid waste management are not anticipated, no mitigation is therefore required at this time. Coordination is necessary to determine if Alternative 2 will require the need for a new solid waste permit from NYSDEC.

Educational Facilities

The South Campus is located within two school districts, the Hamburg Central School District and the Orchard Park Central School District. However, only a small portion of the Campus is in the Hamburg Central School District. The student enrollment in Hamburg Central was approximately 9,000, and the projected 2000 enrollment was 10,323 students. The Orchard Park District serves an area of 50 square miles that includes portions of Orchard Park, West Seneca, Hamburg, Boston, Elma, and Aurora. Approximately 5,400 students are enrolled in the four elementary schools, one middle school, and one high school.

Potential Impacts

Alternative 2 will result in minor increases in students through 2015, and also has the potential for job creation and related economic impacts. Given the extended time period over which the build-out will occur, the implementation of Alternative 2 is not likely to result in adverse impacts on the Hamburg School District or the Orchard Park School District's ability to provide educational services to the community.

Significance of Impacts

No direct significant increases in employment and associated population in the Towns of Hamburg or Orchard Park are expected. Therefore, no significant adverse impacts on either School District's ability to provide educational services to the community are anticipated under Alternative 2.

5.2.2.4.7 Historic and Archaeological Resources

A Phase 1A Archeological Investigation was performed for the South Campus (*DGEIS Appendix C*). Based on the results of the study, no significant impacts are anticipated. However,

it is recommended that a Phase IB Survey be conducted by the site developer to ensure no adverse impacts on significant resources occur.

5.2.2.4.8 Public Health – Hazardous Materials

No abatement or remediation costs are presumed to be required, since any sale of the Campus would be on an as-is condition.

If abatement and remediation were required, it is anticipated that cost for abatement and storage tank closure would be on the order of \$750,000. The order of magnitude costs provided are based on professional judgment relative to an approximate range of potential costs for petroleum or other hazardous materials remediation that might be anticipated. This cost is combined with an order of magnitude estimate of potential asbestos abatement of a facility based on existing information, age, professional judgment, and previous experience.

5.2.2.5 Environmental Justice

Alternative 2 will alleviate the Environmental Justice impact the results with a three-campus system which limits the program choice for the City’s disadvantaged population as discussed above in DGEIS Section 5.1.2.6.

5.2.2.6 Cumulative Impacts

Cumulative Impact Analysis Methodology

All potential environmental impacts, including primary, secondary, and cumulative, will be analyzed. Among the three, the most difficult to understand and address are cumulative and secondary impacts.

Primary environmental impacts are direct impacts. An example of this type of impact is the impacts from added vehicular traffic to local streets that may be expected from increased student enrollment.

Secondary environmental impacts are indirect impacts that are reasonably foreseeable, but occur at a later time or a greater distance from the proposed action. A type of secondary impact pertinent to this undertaking is called “induced growth.” Both the positive and negative consequences of induced growth impacts will be analyzed. For example, the positive socioeconomic and negative environmental impacts associated with the construction and operation of an off-site bookstore, located near an expanding Campus, to compete with and draw customers away from an on-site bookstore, will be analyzed.

Cumulative Impacts are impacts on the environment that result from the incremental or increased impact of an action when the impacts of that action are added to other past, present, and reasonably foreseeable future actions.⁴¹ In this administrative procedure, the “action” is the

⁴¹ Id 15

deployment of funds to select, initiate, and complete a preferred Campus master plan from the three reasonable Alternatives available.

Cumulative impacts must be addressed “when actions are proposed to or will foreseeably take place simultaneously or sequentially in a way that their combined impacts may be significant.”⁴² Further, cumulative impact assessment must be done under the circumstances where “one action is an interdependent part of a larger action or included as part of any long range plan; one action is likely to be undertaken as a result of the proposed action or will likely be triggered by the proposed action; and, one action cannot or will not proceed unless another action is taken or one action is dependent on another.”⁴³ In addition, cumulative impacts must be addressed if the impacts of related or unrelated actions may be incrementally significant and the impacts themselves are related, as well as those that are sufficiently close geographically.

The New York State Department of Environmental Conservation provides no further direction concerning the geographical boundary of the cumulative impacts to be analyzed. The Board, however, has determined that it will utilize a “reasonably worst case approach” for all analyses to assure significant adverse impacts are revealed and minimized. Therefore, the geographic boundaries will be determined by the discipline with the most geographically dispersed potential impact. In this case, it is determined that traffic-generated impacts will have the most far-ranging geographical impact. The DGEIS is considering all of the major travel corridors in the County in the Traffic Impact Analysis.

The GEIS will consider the impacts of each of the infrastructure additions proposed through the 13-year planning period as cumulative impacts at each Campus. This includes anticipated private sector partnering to be sought and encouraged through planned efforts, options, spaces, and infrastructure. An example of planned activity impacts are those that may be associated with additional off-site traffic arriving on-campus to supply or purchase books. These impacts may result from the activities emanating from a contemporary style, privately owned and operated bookstore. Such increased traffic may be generated by the change in services offered by the private sector partner above and beyond the services offered by a traditional college-run bookstore.

The positive aspects of such economic development will also be analyzed and factored into decision-making by the Board.

Finally, to assure that all adverse cumulative impacts are analyzed and properly minimized, the Board has directed that the already established plans for each of the affected communities be factored into cumulative impact analysis by investigating, and incorporating into the analysis, all significant actions currently proposed in each jurisdiction that may be within the impact zone

⁴² Ibid

⁴³ Ibid

of investigation. In this regard, an inventory⁴⁴ of all projects proposed in the project-affected areas were compiled.

Significance of Impacts

When combined and added to the infrastructural characteristics of ECC's Campus Master Plan, no significant cumulative community impacts are revealed and none are anticipated to occur through the planning period. In addition, the Campus Plan has been tailored and customized to blend with Amherst's Plans.

Alternative 2 results in redistribution of traffic from suburban Campus destinations to a single downtown destination. Cumulatively, this results in the I-90 north-south commuter corridor, as well as certain roads adjacent to the Campuses, seeing a net decrease in daily traffic during school-in-session periods. Conversely, downtown access corridors, including I-90 and Route 5 (Skyway), will see a net increase in traffic.

The Elm Street/Oak Street arterial would see an increase of 25 percent in daily traffic volume, and would reach LOS F. While the Elm Street/Oak Street corridor would require mitigative efforts such as added turn lanes, the balance of the transportation network can cumulatively handle these traffic loads. In essence, recent reductions in the City of Buffalo's population over the last few decades result in a suitable, left-in-place infrastructure.

This traffic assessment does not consider alternative land uses for the North and South Campuses. At this stage, it is speculative to predict what type of development would occur on these Campus lands. At the time of such proposed development, Town approvals would be necessary, and traffic impact studies would likely be required. Local reductions in traffic predicted by this study would be diminished if development were to occur.

Environmental issues are stand-alone in nature, and do not cumulatively result in any greater impacts to the community.

5.2.2.7 Unavoidable Adverse Impacts

Alternative 2 will result in the degradation of the Elm Street/Oak Street arterial to LOS F, with an expected increase of 25 percent traffic on the corridor. During the design of a Campus, a detailed assessment of this corridor would be required. Mitigation could include new turn lanes at Campus intersections, but this would need to be balanced against constraints to maintain sidewalks. Walks on one side of the corridor may need to be closed. Where new Campus building occurs, setbacks would be proposed which would allow for suitable capacity of the roadway with pedestrian accommodations.

⁴⁴ Projects compiled from Planning Departments of each effected jurisdiction.

This Alternative consolidates ECC at its Downtown Campus. Environmental (hazardous materials and asbestos) costs for the North and South Campuses would be zero if the property and buildings are sold “as-is.” However, the potential liability associated with, in particular, residual petroleum products and asbestos, would reduce the sale price of the property.

Therefore, environmental remediation and abatement costs to fully remedy each Campus have been developed to provide an order of magnitude cost for this work. North Campus costs may be on the order of \$1,500,000. For the South Campus remediation and abatement, costs may be on the order of \$750,000.

Procuring and remediating up to nine new pieces of property may lead to environmental cleanup costs on the order of \$2,100,000 to \$2,600,000, based on potential recognized conditions identified during the screening. Any other identified conditions could result in possible additional remediation costs.

Therefore, total environmental costs for this Alternative may be on the order of \$4,350,000 to \$4,850,000. *Table 5.2.3-15* summarizes these costs.

TABLE 5.2.2-15	
ALTERNATIVE 2 – SUMMARY TABLE OF REMEDIATION AND ASBESTOS ABATEMENT COSTS	
North Campus (complete abatement and remediation)	\$1,500,000
City Campus	
\$2,100,000 to \$2,600,000	
• Location 1: Existing Campus Building	\$500,000
• Location 2: Green Space	\$100,000
• Location 3: NFTA Transportation Center	\$500,000
• Location 4: Mixed Use Development	\$500,000
• Location 5: Flickinger Center	\$-0-
• Location 6: Proposed Academic Building	\$100,000
• Location 7: Proposed Academic Building	\$100,000
• Location 8: Proposed Structured Parking	\$100,000
• Location 9: Proposed Structured Parking	\$100,000
• Location 10: Public Safety Service Bldg.	\$100,000
• Location 11: Surface Parking Area	\$100,000
South Campus (complete abatement and remediation)	\$750,000
Total	\$4,350,000 to \$4,850,000

5.3 Alternative 3

5.3.1 Proposed Campus Concepts and Preliminary Cost Estimates

Under Alternative 3, the proposed development is identical to the development proposed under Alternative 1, with the difference being in the proposed method of funding. The traditional method of funding for the College includes the use of matching funds from SUNY. Under Alternative 3, a mix of traditional and non-traditional funding strategies, such as public-private partnerships (P3s), would be employed to finance the implementation of the proposed projects.

5.3.1.1 Project Summary

Alternative 3 proposes the use of P3s to provide alternative sources of funding for the implementation of the project components proposed in Alternative 1. In addition, Alternative 3 proposes the construction of 600± unit on-campus student housing complexes for each suburban Campus. The development of these housing complexes would also be completed through a development-leaseback P3, as discussed in more detail below.

Please refer to *Figures 5.3.1-1, 5.3.1-2, and 5.3.1-3* for the development concepts of the North, City, and South Campuses under Alternative 3.

Since the concepts of Alternative 3 are essentially identical to what was described above in Alternative 1, with the exception of the student housing, the following analyses will be based on the potential P3s that could be utilized by ECC and Erie County to assist in the implementation of the development proposals discussed above in Alternative 1. For the topic areas where the impacts are identical to the results discussed under Alternative 1, the reader will be referred to the appropriate DGEIS section within the Alternative 1 discussion above.

5.3.1.1.1 Preliminary Cost Estimates

The cost estimates for Alternative 3 are also identical to Alternative 1 at **\$134,000,000**. Refer to *DGEIS Section 5.1.1.3.5 Preliminary Cost Estimates* for further information.

5.3.2 Impacts and Mitigation

5.3.2.1 College-Wide and Regional

Under Alternative 3, ECC and Erie County would utilize P3s to supplement the use of traditional funding mechanisms to implement the proposed projects. The proposed ECC development concepts for Alternative 3 are identical to Alternative 1. However, under Alternative 3, ECC and Erie County may devote acreage on the suburban Campuses for private development. Below, the multiple forms of P3s are discussed along with the potential economic benefits.

FIGURE 5.3.1-1

CONCEPT DEVELOPMENT

ALTERNATIVE 3 – NORTH CAMPUS

FIGURE 5.3.1-2

CONCEPT DEVELOPMENT

ALTERNATIVE 3 – CITY CAMPUS

FIGURE 5.3.1-3

CONCEPT DEVELOPMENT

ALTERNATIVE 3 – SOUTH CAMPUS

Introduction to Public-Private Partnerships

Public-private partnerships (P3s) can be valuable ways to enhance capacity to complete conventional public sector projects through innovative modes of financial support. P3 initiatives can provide the public sector with the opportunity to secure high quality services and/or capital development in a more timely fashion (and of a higher quality) than ordinary public funding mechanisms allow for. The most effective P3 models build off of the synergies between the needs of the public and private sectors. In partnering with private interests, the public sector seeks expertise, high quality in the delivery of services and products, and a management approach that optimizes cost efficiency. The private sector, on the other hand, seeks a business opportunity that plays to its strengths and provides a high return on investment.

Potential advantages to P3s are numerous, and can include freeing the College from larger (and possibly prohibitive) upfront capital costs; more rapid construction of capital facilities; sharing of operating efficiencies with the private sector; enhancing the instructional environment through technology and equipment; and the elimination of facility maintenance costs over the long term.

The College has identified P3 opportunities as a priority under Alternative 3. Alternative 3 would retain three Campuses, but fund any facility rehabilitation/redevelopment costs through the strategic use of public-private partnership funding, including private development of real estate presently owned by the College for both College and private purposes. ECC can potentially leverage partnerships to fund current renovation/rehabilitation needs, as well as create new longer term revenue sources. The models presented in this section, therefore, are not scaled merely to meet current redevelopment needs, but hold potential for generating additional revenue to enhance the College's overall economic position.

The development impacts section of the study deals with private development under Alternative 3, estimating the economic and fiscal impacts (especially tax revenue to the County) that could be reasonably expected under a plan to open one or both suburban Campuses to private development alongside retained academic space. This section, however, deals specifically with the subject of P3 opportunities. It presents a series of P3 models that appear consistent with the College's objectives under Alternative 3, and which have been used in other contexts to leverage new revenue streams and complete otherwise cost-prohibitive capital or related projects in the public sector.

This section is not intended to be a comprehensive review of the forms of P3 available to the College. Rather, it provides a basis for future conversations on identifying innovative revenue streams and creating new funding mechanisms in the event Alternative 3 is the preferred Alternative. The partnership models presented below are of three main varieties:

- Facilities Renovation/Redevelopment
- Enhancing the Campus Environment
- Enhancing the Classroom Experience

There are several types of P3s that could be applied in the case of ECC to create a new source of capital financing and deflect some (or all) of the renovation/redevelopment burden from the County/College.

Sale-Leaseback

Sale-leaseback models can be used whenever an entity owns its own facilities and/or capital equipment. The model consists of the entity (in this case, the State/County) selling its stake in the site and/or facilities, and leasing them back from a private vendor through one of several types of funding methods. This approach enables the State/County to dissolve its own residual risk in the aging facilities, and cede responsibility for maintenance and tax obligations to a private owner. At the same time, it would provide the County/College with an immediate or long-term funding mechanism (depending on how the sale/lease agreement is negotiated) to increase the College's working capital.

Under a leaseback arrangement, the County could sell part or all of the North and South Campuses to a private developer and still remain on the sites, leasing space in redeveloped facilities. If negotiated, the private owner could then become responsible for tending to renovation needs on the sites.

The trade-off in this P3 arrangement is that the County/College would forfeit some or all of its right to develop the rest of the Campus parcels as it saw fit. The new private owner would likely purchase the site(s) from the County/College based on its potential to provide a high return on investment. This return would most likely come from commercial development (particularly on the North Campus site) alongside the renovated academic facilities.

Revenue Potential: Sale of the entire North Campus could yield between \$8 and \$10 million; the South Campus could yield between \$3 and \$9 million. An agreement to lease academic space from a new private owner of the parcel could reduce the value of the transaction somewhat for the College. The amount of the College's lease would have to be negotiated with the new owner.

Development-Leaseback

A development-leaseback partnership could work in much the same way as a sale-leaseback, but with some important differences. First, the College may be in a position to cede some (though not all) of its excess land for sale to private developers. The Institutional Assessment and Feasibility Study estimated that the College presently has 100 acres of “excess land” on the South Campus. One P3 option available to the College could be to sell that portion of the property (valued in the IA&F study at \$1 to \$1.5 million) to a private entity willing to develop it (at least in part) as academic space to suit the College’s capacity needs. Sale of the excess site area to private interests—though leaseback conditions may decrease its value—can provide the County/College with an additional revenue source in the immediate term.

Revenue Potential: Sale of excess land on the South Campus alone could yield a one-time revenue of \$1.5 to \$4 million. Making 20 acres of excess land on the North Campus available for the same purpose could yield an additional \$1.5 to \$2 million. Again, lease costs would have to be negotiated between the County, the College, and the new owner of that land.

Development-Lease Options

The College could itself develop portions of its excess or otherwise undeveloped land on the North and/or South Campuses and lease office, retail, or commercial space to public, private, or nonprofit sector entities. Lease payments to the College from tenants can be sufficient enough to defray a significant portion of the bonded capital costs from development, possibly even netting the College a revenue source during the life of the facility. A new development on the Campus, then, can potentially be paid for (at least in part) by private dollars, if academic space is created alongside attractive commercial space that interests the private sector. If the College opts for such an arrangement, it is advised to consult first with the private sector to gauge commercial space needs and design. It would also be wise to court potential tenants that would be willing to contractually agree to lease set amounts of space in the new facility prior to its construction.

Revenue Potential: Developing space on just the excess land of the North (20 acres) and South (100 acres) Campuses could net the College a range of revenues, depending on the type of space offered. Market rate ranges for the Amherst site suggest that 20,000 square feet of space could net annual revenues of \$3,500,000 to \$4,500,000 for class A space; \$2,000,000 to \$3,000,000 for class B space; and \$4,000,000 to \$5,500,000 for medical office space. The lower demand and development of office space in the Southtowns suggests this option may be less viable at the South Campus.

Joint Funding of Specialized Facilities

One P3 model that has proven particularly successful at higher educational institutions is the development of Campus facilities specially equipped to meet the needs of both the College and one or more private sector entities. Joint ventures to construct high tech, medical, and/or research space can provide the College with state-of-the-art instructional space, with the cost burden shared with a company that also occupies space in the new facility. The benefits of these types of partnerships go beyond merely splitting costs and filling college/business space needs—they can also provide specific college training programs with hands-on opportunities that enhance their attractiveness, as well as provide the corporate sponsor with a supply of skilled workers from which to source future employees.

Shared Academic-Commercial Space

Public-private ventures involving shared space on a Campus site can add significantly to the attractiveness of a college. Particularly where retail or other commercial needs are going unmet in the immediate vicinity of a Campus, P3 opportunities to fill a retail gap can be beneficial to both a college and a private vendor. Capital Community College (Hartford, CT) recently consolidated and relocated its multiple Campuses into a renovated former department store in downtown Hartford. The State of Connecticut committed nearly \$60 million to renovating and preparing the facility for the College's consolidation, creating a state-of-the-art educational venue. The P3 that is the hallmark of the Campus involves shared retail space on the same property. The first floor of the building is shared between the College and a retail mall. Throughout the 10-story building, private developers are renovating and leasing nearly three-fifths of the space not allocated to the College. CCC owns only 40 percent of the building, and its location in this consolidated downtown location would have been impossible in the absence of some cost deflection on unused space.

Industrial-Corporate Partnerships

Public-private partnerships need not fund only the development of new instructional space or the rehabilitation of existing facilities. They can also provide opportunities to leverage college funds spent on primary training and/or equipment needs, freeing those dollars up for the College to fund other needs. Examples abound of collegiate institutions partnering with industrial groups/associations and specific corporations to enhance the environment in which their students train. In many cases, the private sector partner will underwrite classroom technologies and related equipment essential in developing the skills of tomorrow's workers. The benefit to the private sector is clear—particularly in industries where technologies are rapidly evolving or a sufficient pool of future skilled workers is not guaranteed, businesses can partner with academic institutions to enhance the learning environment and develop a program through which it can source future employees. The benefits to the College are twofold. First, its students gain the opportunity to train within a cutting-edge partnership, developing the skills and

working directly on the industrial technologies of tomorrow. Second, such corporate sponsorships can save the College money. Where lucrative partnerships can provide for expensive training equipment, institutional funds that would otherwise have to underwrite those training needs can be diverted to other needs, including facilities.

A Partnership with the Board of Cooperative Educational Services (BOCES)

One specific opportunity the College asked the Project Team to review continues a conversation ECC began in 2002 with the Board of Cooperative Educational Services (Erie-2, Chautauqua, Cattaraugus), a regional coordinating entity for school districts' technology, training, and financial needs, as well as a regional provider of vocational training programs through 27 component districts in Western New York.

BOCES provides vocational training services through four owned facilities and approximately 100 leased instructional spaces within its component districts. Due to space constraints in its East Aurora instructional spaces (where it currently leases three), BOCES met last year with Erie Community College to begin conversations about sharing space on one of the College's Campuses to expand its training programs.

A space-sharing partnership with BOCES appears to be a viable option for both entities. An agreement on shared instructional space would not only relieve BOCES of its space constraints, but could significantly enhance the program's attractiveness by being on-campus and having access to the College's educational resources. The College could similarly benefit by strengthening already-present articulation agreements with BOCES to enable a smoother flow of those completing BOCES training programs into related tracks within ECC. Whereas the College and BOCES have already established many programmatic links, they do not share facilities.

One program track that appears a natural fit for any potential partnership between the two is BOCES' automotive training curriculum. Its automotive technology program providing NATEF (National Automotive Technicians Education Foundation) certification is the most highly demanded BOCES technical occupation track. The program follows the Automotive Service Excellence guided diagnosis and repair curriculum with hands-on experience, covering the most common high-tech vehicle systems. Students entering the program can expect to be apprentices in a dealership during their senior years and receive advanced placement towards college credit within the State University of New York. The College's 30,000-square foot auto service center on the South Campus could be a natural fit between the two, leveraging the resources of both entities and enhancing the learning experience for program participants. A lease arrangement could provide BOCES with a quality facility to meet growing space demands cost-effectively, and the College with a new revenue stream and a strengthened academic partnership. The joining of efforts in specific programs such as automotive technology might also enable an expansion or renovation of existing specialty space at the College.

Another opportunity for possible collaboration between BOCES and the College could involve general instructional space in an “advanced training center” setting. While initial funding could prove a challenge, the development of flexible space on some of the 100 acres of excess land on the South Campus could provide the College with new space immediately, and give BOCES a facility for relocating or expanding existing programs in need of basic instructional space. A shared training center facility would provide BOCES and the College with many of the same advantages as space sharing for specialized program tracks. While BOCES indicates their instructional space needs have remained fairly stable over the recent past, they may be in a position to enhance the quality and attractiveness of their programs through this type of formal space-sharing partnership with the College.

Revenue Potential: BOCES presently pays an average of \$600 per month for the lease of a typical classroom (770 square feet). A ten-month lease of ten classrooms at the ECC South site, for reference purposes, could yield \$60,000 per year for the College. The lease rate may be adjustable for more specialized or shared space.

5.3.2.1.1 ECC’s Mission and Goals/Quality of Education and Deliverability

Potential Impacts

Alternative 3, like Alternative 1, is consistent with ECC’s Mission and all but one of the Institutional Goals, and it will result in positive impacts with respect to the quality of education and deliverability in that the current and future needs of the students would be met, and the existing deferred maintenance issues would be corrected.

However, while Alternatives 1 and 3 seek to remedy the major functional deficiencies at North, they also maintain the utility and personnel redundancies, which stress the institution financially. Therefore, Alternative 3 is not consistent with Institutional Goal number 9, “Organization.”

Mitigation

Maintaining the current three-campus configuration will continue to result in utility and personnel redundancies and inefficiencies, stressing ECC financially. Some minor program and personnel reorganizations would take place under Alternative 3, which will provide only minimal relief to the inefficiency issues.

While the use of P3s will not directly reduce the inefficiencies, they may provide fiscal relief to ECC and Erie County. Furthermore, certain maintenance and operational responsibilities could be shifted to the private sector or other potential partners under Sale-Leaseback or Shared Academic-Commercial Space forms of P3s or through a potential partnership with BOCES. This shifting of maintenance responsibilities would theoretically decrease some of the O&M burden of maintaining a three-campus college.

Significance of Impact

Alternative 3 would be consistent with ECC's Mission and all but one of the Institutional Goals, as it would result in positive impacts on the quality and deliverability of education.

Alternative 3 is inconstant with Institutional Goal number 9 as it maintains the utility and financial redundancies that burden ECC financially, and, due to the fact that only minor relief to the institution's inefficiencies may be provided through the use of P3s and some minor program and personnel reorganizations under Alternative 3, this Alternative will continue to result in adverse impacts on the financial assets of the institution.

5.3.2.1.2 Socioeconomic Implications

Under Alternative 3, there would be modest positive economic impacts through the creation of construction-related jobs; purchase of construction materials; additional, although minor, increases in student spending power; and the proposed sale of the VTTC site. Alternative 3 may translate into additional positive economic impacts through the use of P3s. If ECC were to lease or sell portions of the suburban Campuses for private development, the jobs provided by private entities would also be a positive impact to the surrounding communities.

Significance of Impacts

While ECC may only see a minor increase in staff and faculty, Alternative 3 will result in modest positive impacts on the local and regional socioeconomic conditions as a result of the proposed construction projects and potential private development through P3s. The additional students projected under Alternative 3 will also result in minor spending impacts on the surrounding communities. The sale and redevelopment of the VTTC site could provide the most tangible economic benefits under Alternative 3 by resulting in an additional 45 jobs with associated estimated payroll impacts of \$1.5 million annually by 2015. Therefore, in aggregate, Alternative 3 will result in positive job creation and related payroll impacts on the surrounding communities, requiring no mitigation.

5.3.2.1.2.1 Annual County Property Tax Revenue

Potential Impacts

All three Campuses are currently owned by ECC and Erie County, and therefore, no County tax revenue is generated from the properties. Unlike Alternative 1, Alternative 3 proposes P3s, which might include the sale of all or portions of the suburban Campuses for private development. If the entire suburban Campuses were sold, the new owner would lease back the educational facilities to ECC. The rest of the property could then be privately developed. The alternative would be the sale of the currently undeveloped portions of the suburban Campuses.

Due to the fact that the amount of property that would be sold under Alternative 3 and the density of development that would occur have yet to be determined, no specific figures on the benefits to the County Tax revenue can be estimated. However, any increase in County Tax revenue would be considered a positive impact.

In addition, Alternative 3, like Alternative 1, proposes the sale of the VTTC site in Orchard Park for private development. The redevelopment of this 6.6-acre site at an absorption rate of approximately 2,500 square feet/year could potentially result in \$4,000 in annual County property tax revenue by the year 2015.

Significance of Impacts

Under Alternative 3, ECC and Erie County would enter into P3s, which could include the sale of all, or portions of, the suburban Campuses for private development. This would generate County Tax revenue for property that currently does not produce said tax revenue, since it is owned by the County. In addition, Alternative 3 proposes the sale of the VTTC site in Orchard Park. Private development on the 6.6-acre VTTC site is projected to result in \$2,500 in annual property taxes for Erie County. In aggregate, the potential sale of all or portions of the suburban Campuses and the sale of the VTTC and resulting private development under Alternative 3 will result in a positive impact on Erie County's fiscal conditions, requiring no mitigation.

5.3.2.1.2.2 Annual Property Tax Revenue

Potential Impacts

All three Campuses are currently owned by ECC and Erie County, and therefore, no local property and school tax revenue is generated from the properties. Again, Alternative 3 proposes P3s, which could include the sale of all or portions of the suburban Campuses. The portions of the Campus sold for private development would generate additional Town/Village and school tax revenue for the involved communities of Amherst, Orchard Park, and Hamburg, which would be positive impacts. As the amount of land that would be conveyed and the type of private development is currently unknown at this time, the total amount of Town and Village property and school tax revenue cannot be estimated.

Under Alternative 1, only the VTTC site in the Town of Orchard Park is proposed for conveyance for private development. The redevelopment of this 6.6-acre site at an absorption rate of approximately 2,500 square feet/year by 2015 could potentially result in \$17,000 in annual combined Town and Village of Orchard Park property tax revenue, and \$21,000 in annual property tax revenue for the Town of Orchard Park School District.

Significance of Impacts

Alternative 3, with the use of sale-leaseback P3s options, would result in an undetermined amount of Town/Village and school tax revenue for each involved community. The conveyance of the VTTC site is projected to result in \$38,000 in annual local property and school taxes for the Town of Orchard Park at full build-out of the site in 2015. Combined, Alternative 3 would result in positive impacts on each involved communities' fiscal conditions, requiring no mitigation.

5.3.2.1.2.3 Revenue from the Sale or Lease of All or Portions of the Suburban Campuses and the VTTC under P3s

Potential Impacts

Under sale-leaseback and development-leaseback P3 options, ECC and Erie County would convey or lease all or portions of the suburban Campuses to private entities for private development. The sale of the entire North Campus could yield between \$8 and \$10 million, while the sale of the South Campus could yield between \$3 and \$9 million, depending upon the type and density of development for which the property would be marketed. The fiscal benefits to ECC and Erie County through lease of the Campuses is currently unknown, as the amount of lease space would have to be negotiated. The revenue generated through either the sale or lease of the suburban Campuses would result in positive impacts on ECC and Erie County's fiscal resources.

Alternative 3, like Alternative 1, proposes the relocation of the VTTC to the South Campus and the conveyance of the VTTC site for private development. According to the figures presented in the Institutional Feasibility Study prepared for ECC by Resultants International, Inc., the VTTC has an assessed value from \$300,000 to \$1.57 million.

Significance of Impacts

The sale of all of the suburban Campuses and the VTTC site could result in between \$11.3 and \$20.57 million dollars in revenue for ECC and Erie County (lease revenue from the Campuses is currently unknown and would have to be negotiated), resulting in positive impacts on the fiscal resources for ECC and the County, requiring no mitigation.

5.3.2.1.3 ECC Operations and Management

Potential Impacts

There will be no change in personnel and utility efficiencies under Alternative 3 when compared to Alternative 1, since the current staff levels would be relatively maintained, and the same amount of renovated and newly constructed space would be provided when compared to Alternative 1. Therefore, the current inefficiencies would continue, an adverse impact on the

fiscal resources of ECC. Refer to *DGEIS Section 5.1.2.1.3 ECC Operations and Management* for additional information.

Significance of Impacts

Under Alternative 3, some minor energy and staffing efficiencies could be realized as programs are reorganized; however, the current three-campus configuration will be maintained resulting in certain inefficiencies, an adverse impact on the fiscal resources of ECC. Mitigation in the form of additional program reorganization and consolidation would provide some relief. This mitigation strategy will need further analysis to identify the programs and departments appropriate for reorganization and consolidation.

5.3.2.1.4 College Fiscal

5.3.2.1.4.1 Enrollment

Potential Impacts

Under Alternative 3, the projected enrollment would be identical to the projected enrollment under Alternative 1, or 9,431 FTEs by 2015. Please refer to *DGEIS Section 5.1.2.1.4.1 Enrollment* for additional information.

Significance of Impacts

Alternative 3 will result in positive impacts on enrollment and, in turn, will have positive effects on ECC's fiscal resources. Therefore, no mitigation will be required.

5.3.2.1.4.2 Chargebacks

Potential Impact

Due to the fact that the projected enrollment under Alternative 1 will remain constant through Alternative 3, the projected impacts on student chargebacks will also remain constant with a \$0.6 million reduction. Refer to *DGEIS Section 5.1.2.1.4.2 Chargebacks* for additional information.

Significance of Impacts

The approximate \$0.6 million reduction in chargebacks as a result of the projected increase in student enrollment under Alternative 3 is a positive impact; therefore, no mitigation is required.

5.3.2.1.4.3 Tuition and State Aid

Potential Impacts

Under Alternative 3, the impacts on Tuition and State Aid will also remain constant with Alternative 1. While tuition levels will almost certainly change by 2015, even at the current rate

of approximately \$2,700, this increase would amount to more than \$1.2 million in additional tuition per year. At the current state aid per FTE level of roughly \$2,300, the College could realize an additional \$1.0 million per year. The combined positive impact is estimated to be approximately \$2.2 million per year based on current tuition and state aid funding statistics. Please refer to *DGEIS Section 5.1.2.1.4.3 Tuition and State Aid* for additional information.

Significance of Impacts

The estimated benefit on the projected increase in enrollment under Alternative 3 is approximately \$2.2 million per year, a positive impact, and as such, no mitigation will be required.

[**Note:** This estimate is based on current (2003) tuition and state aid figures. The actual benefit at year 2015 is anticipated to be higher. Also note that the total projected financial benefit is based on full build-out conditions of Alternative 3 at year 2015.]

5.3.2.1.4.4 Student Costs

Potential Impacts

In the spring of 2003, the ECC Board of Trustees voted to increase tuition for full-time students by \$200, resulting in a total of \$2,700 per semester. Alternative 3 will have no direct and immediate impacts on the costs to students. However, as ECC and Erie County continue to invest in the implementation of Alternative 3, and as ECC begins to offer newer and state-of-the-art facilities to its students, it is anticipated that tuition may increase to meet the financial requirements. Refer to *DGEIS Section 5.1.2.1.4.4 Student Costs* for more information.

Mitigation

Under Alternative 3, the use of P3s to supplement funding of the capital projects will likely mitigate or off-set, to a degree, potential increases in tuition. However, these specific potential off-sets cannot be predicted at this point. Furthermore, the state-of-the-art facilities available to the students under Alternative 3 would also off-set the impact of a potential increase in tuition.

Significance of Impacts

During the implementation of Alternative 3 and as ECC introduces newer and state-of-the-art facilities to its students, periodic increases in tuition may be necessary to meet the financial needs of ECC. The use of P3s, however, may off-set potential additional costs to students, along with the new and state-of-the-art facilities that will be provided to students. Furthermore, ECC remains one of the lowest-price secondary educational institutions in the region.

5.3.2.1.5 Transportation

Potential Impacts

Alternative 3 will result in impacts similar to Alternative 1, which is basically no significant transportation impacts. Of interest are the 600-bed student housing facilities at each of the North and South Campuses. These housing units will positively impact the transportation network, as fewer trips from off-campus residences will be expected. Using previously developed factors of 2.8 trips per student, and assuming that 75 percent of beds will be used by students (with allowance for married students), about 1250 trips daily to and from each suburban Campus (2,500 trips overall) can be expected to be saved. This represents 16 percent of the 15,000 daily student trips emanating from the Campuses.

Full build-out of student housing would more than off-set the impact a five percent enrollment increase over 13 years would have on the transportation system. Since it is impossible to predict which communities these students will come from, reductions in traffic volumes on specific routes cannot be firmly predicted. Activities on local roads could not be expected to substantially change, as incoming Campus trips would be off-set by local use trips (shopping, employment, etc.).

Significance of Impact

Due to the fact that the projected increase in student enrollment through 2015 will be approximately 5 percent, well below planning averages for growth on the regional highway network, combined with the fact that full build-out of the student housing complexes would likely off-set the impact a five percent enrollment increase over 13 years would have on the transportation system, any impacts on the regional transportation network resulting from Alternative 3 are anticipated to be minimal.

5.3.2.1.6 Public Safety

Projected Enrollment Increases

Potential Impact

Total student enrollment is projected to increase by 0.4 percent annually through 2015, or about 27 students every year, distributed throughout each Campus. Under Alternative 3, the total student headcount at 2015 is projected to be approximately 12,198. The ECC Public Safety Department currently provides sufficient protection for ECC students, faculty, and staff in cooperation with local law enforcement authorities.

According to an e-mail dated August 8, 2003, from Linda Kochanoff, Chief of the ECC Public Safety Department, the department would be able to provide the needed protective services for up to 15,000 students (*DGEIS Appendix B Correspondences*).

Student Housing

Under Alternative 3, the proposed student housing would present additional challenges to the ECC Public Safety Department, as the public safety officers would be required to undergo additional training to deal with potential situations which may arise with on-campus student housing.

Currently, ECC has seen only minor offenses, most of which are committed by non-students. Providing on-campus housing for approximately 600 students will present specific safety issues not seen on college campuses which do not provide on-campus housing. After analyzing campus security statistics of other post-secondary education institutions in the region offering on-campus housing, statistically, ECC may see an increase in violations with the presence of on-campus student housing. It should be noted, however, that the four-year colleges analyzed have significantly higher numbers of students living on-campus when compared to the number of students proposed to be housed at each suburban Campus under Alternative 2.

The types of incidents commonly seen at campuses with on-campus housing include sexual assaults, burglaries, and robberies. In order to respond to these types of violations, ECC Public Safety Officers will require additional training and would need to achieve the status of “peace officer.”

Mitigation

Building Designs

The physical safety and security of students at the student housing complex(es) will be a significant component of the housing designs, and a major priority of the ECC Public Safety Department. Access to the residence hall(s) will be controlled by keycards or similar entry devices. Similarly, access to each suite and individual bedrooms will require keys. Smoke/heat alarm systems will be installed throughout the hallways, common spaces, and suites. These systems, as well as closed circuit television cameras monitoring building entrances, could be wired to the Public Safety Department office. “Blue light” emergency phones will be located in immediate proximity to the residence hall complex(es) and associated parking areas.

In addition, ECC will continue to maintain a close working relationship with local law enforcement authorities, which will provide valuable assistance and expertise to the ECC Public Safety Department.

Significance of Impacts

Due to the ability of the ECC Public Safety Department to accommodate the projected enrollment increases with no additional staff, and the above discussed mitigation measures and provisions to deal with on-campus student housing, no significant impacts related to campus safety are anticipated under Alternative 3.

5.3.2.2 North Campus

With the exception of the addition of 600± unit student housing complexes, no additional ECC-related development would occur on the North Campus under Alternative 3, and therefore, the environmental-related impacts would remain constant. Notable exceptions, however would be minor impacts related to the proposed student housing and the potential P3-related private development, which at this point is unknown.

5.3.2.2.1 Geology, Water, and Aquatic and Terrestrial Resources

Potential Impacts

Specifically, there would be a minor 1/10th of an acre increase in impervious areas and additional land disturbance associated with the construction of the student housing complexes.

Significance of Impacts

Significant impacts on geology, water, and aquatic and terrestrial resources under Alternative 3 related to the on-campus student housing are not anticipated.

5.3.2.2.2 Parking

Potential Impacts

The addition of 600-bed housing units for on-campus housing will require the provision of parking for these facilities. In similar situations, these are typically “at-the-door” parking spaces. Married students with more than one vehicle per housing unit may be somewhat off-set by students who do not own a vehicle. Currently, the North Campus provides 2,550 spaces and has an approximate demand of 1,645. The demand is expected to increase marginally by 2015 and sufficient parking is anticipated to be available and some reorganization of parking areas might be required to provide adequate parking facilities close to the proposed housing complexes.

Significance of Impacts

Sufficient parking space is expected under full build-out of Alternative 3 with minor reorganizations to provide parking in the necessary areas for the housing complexes. No adverse impacts related to parking under Alternative 3 are anticipated.

5.3.2.2.3 Community Services

Water and Sewer

According to the Town of Amherst Bicentennial Comprehensive Plan Inventory and Analysis Report, the entire Town is provided with sufficient water supplies under Lease Management Agreement (LMA) with the Erie County Water Authority (ECWA). There are above average pressures and acceptable fire flow protection, and expansion of the water system to accommodate future growth has few limitations.

According to the Town's Bicentennial Comprehensive Plan, the Town's wastewater treatment plant has recently been re-rated by the NYSDEC to increase capacity by 50 percent to 36 million gallons per day (MGD), and is currently operating below capacity at approximately 22 MGD. The North Campus is located in the Town of Amherst Sewer District No. 16. According to the Town of Amherst, no major problems with the sanitary sewer system exist around the North Campus.

The sanitary sewer system on the North Campus is in poor to fair condition, with older lines prone to breaking. The Campus lines connect with the municipal system on Wehrle and Youngs Road.

Potential Impacts

Under Alternative 3 and in response to the estimated increase in students, the projected additional water demand by 2015 is approximately 3,000 GPD with a correlating estimated increase in sanitary sewer load of 3,000 GPD, minor impacts as discussed above in *DGEIS Section 5.1.2.2.6 Community Services*.

The addition of student housing will increase the water demand and load on the sanitary sewer by 45,000 GPD at 75 gallons per student. Combined, Alternative 3 will result in a total water demand and sanitary sewer load of 48,000 GPD.

If ECC and Erie County choose to sell or lease property for private development, additional demand and load on municipal water and sanitary sewer services will result. Exact impacts on these community services are unknown at this time and will require subsequent environmental reviews prior to implementation to ensure immitigable significant adverse impacts do not result.

The proposed construction and additions will add to the demand for adequate fire flow protections. Due to the fact that the proposed improvements are preliminary at best, accurate needed fire flow (NFF) calculations will need to be performed and coordination made with the Town of Amherst to ensure adequate pressures exist for the Campus, once final designs are developed.

Refer to *DGEIS Section 5.1.2.2.6 Community Services* for additional information.

Significance of Impacts

Water

Due to the fact that adequate water supply and pressure currently exists, impacts associated with increased demands on municipal water supplies are not anticipated.

It is recommended that final evaluations of water demand be performed during the final design stages of each component of Alternative 1 at North to ensure adequate capacity.

It is further recommended that individual NFF calculations be performed for each building after final plans for the proposed improvements are developed to ensure adequate water pressure exists for the Campus.

Sanitary Sewer

Based on the excess capacity at the municipal treatment plant, and provided that both on-site and off-site wastewater infrastructure is upgraded (if necessary off-site) to provide adequate capacities, no significant impacts to the on-site and municipal wastewater treatment infrastructure and system is anticipated.

Electrical Power, Natural Gas, and Telecommunications

Potential Impacts

On a Campus level, due to the fact that power is currently at maximum capacity, sufficient power supplies would not be sustained under Alternative 3.

Electricity to the Campus is currently provided by Niagara Mohawk, a National Grid Company. Telecommunication services are currently provided by Bell Atlantic. It is anticipated that due to the limited amount of additional development at the North Campus, these private utilities have adequate capacity to serve under Alternative 3. The capacity of these services will be confirmed under subsequent environmental reviews if Alternative 3 is chosen for implementation.

The demands for electric, natural gas, and telecommunications services for private development are currently unknown specific to the individual type of private development that may occur under P3s. The capacity of these services to provide services for private development will need to be confirmed during subsequent environmental reviews prior to implementation.

Mitigation

Upgrades to the on-campus electric system will be necessary to accommodate the proposed additions and renovations at the North Campus under Alternative 3.

Significance of Impacts

Provided the North Campus electric system is upgraded during the implementation of Alternative 3, and Niagara Mohawk and Bell Atlantic can meet the future demands (projected to be minimal), no significant impacts on the ability of the North Campus to receive these telecommunication and electric services are anticipated.

Capacity to serve the needs of private development under Alternative 3 related to P3s will need to be verified under subsequent environmental reviews prior to implementation of the specific forms of private development.

Emergency and Protective Services

Police Protection

Potential Impacts

While the projected increase of 290 students by the year 2015 will result in minor additional demands on the Town of Amherst Police Department, the housing of 600± students on-campus will result in a more significant demand on the police department.

The Amherst Police Department are being contacted to determine their ability to continue providing services to the North. Information from the Town of Amherst Police Department was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Mitigation

The ECC Public Safety Department will undergo additional training, and provided they can attain “Peace Officer” status (refer to *DGEIS Section 5.3.3.5.7 Public Safety* for additional information), the demand for additional services by the Town Police Department will be lessened.

Significance of Impacts

Due to the additional training ECC Public Safety Officers will undergo and provided they can attain “Peace Officer” status, the projected minimal increase in students through 2015, combined with the proposed on-campus student housing, is not anticipated to result in significant impacts to the Town of Amherst Police Department’s ability to provide adequate police protection services. This will be confirmed through communications with the Town of Amherst Police Department and incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Fire Protection and EMS

Potential Impacts

Construction materials used on-site will be selected to minimize fire hazards. All new buildings will be constructed with appropriate fire ratings. Coordination with the Town of Amherst Fire Department and EMS are being made to ensure they have the capacity to provide services to the Campus under Alternative 3. Information from the Town of Amherst Fire Department and EMS was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

With utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, along with the ability of the Town of Amherst Fire Department to provide sufficient fire protection, no significant impacts related to fire protection on the North Campus are anticipated under Alternative 3. This, along with the ability of the Town to provide EMS services in response to the proposed on-campus student housing, is being verified through communications with the fire department and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Waste Management

Potential Impacts

Under Alternative 1, an increase in solid waste is anticipated. ECC currently has a Solid Waste Permit through NYSDEC regarding the disposal of the solid waste generated on-campus. With the addition of 600+ on-campus students there will be a measurable increase in the solid waste being generated on-site.

Coordination is being made with ECC to determine the thresholds in the current permit to determine if a new permit would be required under full build-out of the North Campus under Alternative 3. Information on the potential need of obtaining a new permit for waste disposal was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

Alternative 3 is projected to result in an increase in total students by approximately 290 by 2015. Alone, this addition of students, both part-time and full-time, will result in immeasurable increases in the local solid waste stream. The proposed 600± student on-campus housing complex would result in measurable increases in the amount of solid waste being generated on-campus. Coordination is being made to determine if Alternative 3 will require the need for a

new solid waste permit from NYSDEC and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Educational Facilities

Potential Impact

Alternative 3 will result in minor increases in students through 2015. Through P3s, Alternative 3 may result in more measurable job creation and related economic impacts than what is predicted under Alternative 1. This may, in turn, result in an increase demand on the local school system to provide educational services to the community. As the type and amount of private development under Alternative 3 is currently unknown at this time, the specific impacts on the local school system are also unknown. These potential impacts will be analyzed under subsequent environmental reviews prior to the implementation of future P3s, including private development.

Significance of Impacts

The potential impacts on the local school system resulting from private development under P3s are currently unknown and will need to be analyzed prior to the implementation of any private development on the North Campus.

5.3.2.2.4 Historic and Archaeological Resources

Potential Impacts

A Phase 1A Archeological Investigation was performed for the North Campus (*DGEIS Appendix C*). Based on the results of the study, no significant impacts are anticipated on on-site resources, although there may be impacts from non-ECC and catalytic development off-site. It is recommended that a Phase IB Survey be conducted at the time of project implementation to ensure that no adverse impacts on significant resources occur in the areas of planned disturbance if Alternative 3 is selected as the preferred Alternative.

Significance of Impacts

As a result of a Phase 1A Archeological Investigation, no significant adverse impacts on on-site cultural, historical, or archeological resources are anticipated under the implementation of Alternative 3, and, therefore, no mitigation is required at this time. However, it is recommended that a Phase 1B Investigation be performed in the areas of planned disturbance at the North Campus at the time of project implementation.

5.3.2.2.5 Public Health – Hazardous Materials

There will be no changes to the potential impacts on Public Health related to the implementation of Alternative 3 when compared to Alternative 1. Please refer to *DGEIS Section 5.1.2.2.8 Public Health – Hazardous Materials* for additional information.

5.3.2.3 City Campus

ECC-related development under Alternative 3 is identical to that proposed under Alternative 1, which is the addition of a 60,225 –gross square foot Academic Building. The only difference being, P3s would be utilized to supplement the cost of implementing the proposed projects. Unlike the suburban Campuses, no on-campus student housing is being proposed for the City Campus. Private development related to P3s would result in additional impacts on the environmental and human resources of the City of Buffalo. Due to the fact that the type of and amount of private development that may occur under Alternative 3 is unknown at this point, accurate environmental analyses on impacts cannot be predicted. The environmental impacts from private development under Alternative 3 will be analyzed under subsequent environmental reviews prior to implementation.

Please refer to *DGEIS Section 5.1.2.3 City Campus* for complete information on the potential impacts related to the implementation of Alternative 1 at the City Campus.

The notable exceptions include the positive socioeconomic impacts related to private development, which might occur through P3s in and around the City Campus. Also, additional private development in and around the City Campus area would be consistent with the City of Buffalo Comprehensive Plan. However, the specific impacts related to the potential private development are currently unknown and will need to be further analyzed as concepts begin to materialize.

5.3.2.4 South Campus

With the exception of the addition of the 600± unit student housing complexes, no additional ECC-related development would occur on the South Campus under Alternative 3, and therefore, the environmental-related impacts would remain constant. Notable exceptions, however, would be minor impacts related to the proposed student housing complexes and the potential P3-related private development, which at this point is unknown.

5.3.2.4.1 Geology, Water, and Aquatic and Terrestrial Resources

Potential Impacts

Specifically, there would be a minor 0.4-acre increase in impervious areas and additional land disturbance associated with the construction of the student housing complexes.

Significance of Impacts

Significant impacts on geology, water, and aquatic and terrestrial resources under Alternative 3 related to the on-campus student housing are not anticipated.

5.3.2.4.2 Parking

Potential Impacts

The addition of the 600-bed housing units for on-campus housing will require the provision of parking for these facilities. In similar situations, these are typically “at-the-door” parking spaces. Married students with more than one vehicle per housing unit may be somewhat off-set by students who do not own a vehicle. The South Campus currently has 1,592 parking spaces, with an observed demand of 893 and a requirement of 1,190 based on community college standards (refer to *DGEIS Section 3.4.4 Parking* for additional information). Under Alternative 3, the requirement is projected to increase to 1,240 spaces. On-campus housing will require that spaces be provided near the student-housing complex. It is anticipated that sufficient capacity will exist under Alternative 3 for students, faculty, and staff with some minor lot reorganization to provide the necessary spaces near the student-housing complex.

Significance of Impacts

Sufficient parking space is expected under full build-out of Alternative 3 with minor reorganizations to provide parking in the necessary areas for the student-housing complexes. No adverse impacts related to parking under Alternative 3 are anticipated.

5.3.2.4.3 Community Character

Community Character

Potential Impacts

The student housing complex and any private development through P3s would likely be constructed on the western portion of the site. Impacts to the nearby residences could be in the form of noise, both during construction and after from an increase in student activity and rooftop equipment on the student housing complex and any privately constructed buildings.

Existing sources of ambient noise include automobile traffic and noise generated from sporting events. The nearby residences front U.S. 20A/Big Tree Road, a busy collector street. Automobile traffic is an existing source of ambient noise in the area surrounding the Campus. Sporting events on-campus and at the Ralph Wilson Memorial Stadium are also existing sources of ambient noise in the area.

Visual, aesthetic, and lighting impacts on adjoining residences may also occur from additional outdoor lighting necessary for the student-housing complex. Existing sources of ambient noise

include the surrounding suburban development, lights on the Campus, including high-mast lights illuminating the athletic field, and the lights at Ralph Wilson Stadium.

Mitigation

All construction will take place during the daytime hours of 7:00 AM to 5:00 PM Monday through Friday, will be temporary in nature, and will employ best management practices to limit noise and dust generation. Additionally, extra care will be taken to limit the disturbance to students from construction activities.

Visual and aesthetic impacts associated with the construction of the student housing and any future private development on the Campus will be minimal, since the remaining surrounding areas are fully built-out and Ralph Wilson Stadium serves as the dominant structure in the surrounding landscape. Furthermore, both Route 20A/Big Tree Road and Southwestern Boulevard are busy collector streets and, in turn, may currently detract from the aesthetics of the area.

All new lighting fixtures will be hooded and angled so as not to result in off-site lighting impacts.

Please refer to *DGEIS Section 5.1.2.4.5 Land Use, Community Character, and Zoning* for additional information on potential impacts related to the implementation of ECC-related development.

Significance of Impacts

As a result of the above-mentioned provisions and mitigation measures, potential impacts on adjoining residences and other uses from the proposed on-campus student-housing complex are not anticipated to be significant.

The exact impacts on community character resulting from private development under P3s are not known at this point and will need to be analyzed under subsequent environmental reviews prior to implementation.

5.3.2.4.4 Community Services

Water and Sewer

The South Campus has public water service provided by the Erie County Water Authority. Management of the public water supply occurs through local water districts. The Town of Hamburg identified adequate supply through the year 2010 in its Comprehensive Plan. Orchard Park has recently completed a comprehensive study of the public water system. A comprehensive water system improvement project was a primary recommendation in the study.

The improvement project would increase fire protection in addition to improving pressures and efficiency.

Public sanitary sewer consists of a network of collections and treatment plants. The South Campus is served by the Erie County Sewer District (ECSD) #3 in both the Town of Hamburg and the Town of Orchard Park. The Erie County/Southern Sewage Treatment Agency is an independent agency that owns, manages, and operates the sewer system.

Potential Impacts

Under Alternative 3, and in response to the estimated increase in students, the projected additional water demand by 2015 is approximately 1,600 GPD, correlating with the estimated increase in sewer load of 1,600 GPD, to a total of 34,600 GPD. Due to the fact that Alternative 3 calls for public-private partnerships, additional development beyond what is proposed in this alternative may result. Therefore, as those projects are proposed and plans developed, additional analysis on the potential impacts on water demand will be required.

The addition of student housing will increase the water demand and load on the sanitary sewer by 45,000 GPD at 75 gallons per student (600 students) to a combined total of approximately 79,600 GPD.

If ECC and Erie County choose to sell or lease property for private development, additional demand and load on municipal water and sanitary sewer services will result. Exact impacts on these services are unknown at this time and will require subsequent environmental reviews prior to implementation to ensure immitigable significant adverse impacts do not result.

The proposed construction and additions will also add to the demand for adequate fire flow protections. Due to the fact that the proposed improvements are preliminary at best, and that additional public-private development may occur, accurate NFF calculations will need to be performed and coordination made with the Towns of Hamburg and Orchard Park to ensure adequate pressures exist for the South Campus, once final designs are developed.

Significance of Impacts

Due to the fact that adequate water supply and pressure currently exists for the South Campus, and that under Alternative impacts associated with increased demands on municipal water supplies are not anticipated.

It is recommended that final evaluations of water demand be performed during the final design stages of each component of Alternative 3 including any public-private or private development at the South Campus to ensure adequate capacity. It is further recommended that individual NFF calculations be performed for each building after final plans for the proposed improvements are developed to ensure adequate water pressure exists for the Campus.

Campus Heating and Cooling System

A central boiler plant located in the Facilities Building heats all buildings on the South Campus. Hot water is distributed throughout the Campus via a two-pipe changeover system with piping run within an underground pipe tunnel from Building 7 to Building 5. Piping is then run in the ceiling space of each building to a pump room where it is distributed to terminal units within that building.

All buildings on the Campus are air conditioned by a central chiller plant located in Building 7. Chilled water is distributed throughout the Campus via the two-pipe changeover system described above.

Potential Impacts

Alternative 3 proposes the construction of an additional 56,500+/- gross square feet of educational facilities as well as other projects. Proposed projects include the relocation of the VTTC from the Big Tree Road location to the main Campus; the relocation of the Technology Programs from the North Campus; the construction of a new Child Care Center; and a Library expansion. Each of these new facilities will require proper heating and cooling. In the full build-out stage, Alternative 3 will have impacts on the current system unless continuous improvements are made during the 13-year planning horizon.

Additional heating and cooling needs may arise with potential public-private or private development.

Significance of Impacts

Under Alternative 3, the impacts on the heating and cooling system are expected to be minimal, provided that continuous maintenance and upkeep of the current system take place. Future upgrades to the system may be necessary however with the advent of public-private partnerships on campus.

Electrical Power, Natural Gas, and Telecommunications

Electricity is provided to the South Campus by Niagara Mohawk, a National Grid Company. Most of the building power distribution panels are filled to capacity and have little or no room to add any new circuit breakers. The incoming 34.5kV service comes into the main switchgear located in the Facilities Building. There is an existing gas well located west of parking Lot A.

Potential Impacts

Sufficient power supplies would not likely be sustained under Alternative 3 due to the current maximum capacity of the overall power grid.

Mitigation

It will be necessary to upgrade the on-campus electric system to accommodate the proposed additions and renovations at the South Campus, and would surely be necessary with any additional development under public-private partnerships.

Significance of Impacts

Provided the South Campus electric system is upgraded during the implementation of Alternative 3, and the power providers (such as Niagara Mohawk) can meet future demands, no significant impacts on the ability of the South Campus to receive these services are anticipated.

Emergency and Protective Services

Police Protection

Potential Impacts

While the project increase of 160 students by the year 2015 will result in minor additional demands on the Hamburg and Orchard Park Police Departments are expected to be minimal, the housing of 600± students on-campus will result in a more significant demand on the police department.

Coordination is being made with the Hamburg and Orchard Park Police Departments. However, information was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Mitigation

The ECC Public Safety Department will undergo additional training, and provided they can attain “Peace Officer” status, the demand for additional services by the police departments will be lessened.

Significance of Impacts

Due to the additional training ECC Public Safety Officers will undergo and provided they can attain “Peace Officer” Status, the projected increase in students through 2015 and the introduction of on-campus housing, is not anticipated to result in significant impacts to the Hamburg and Orchard Park Police Departments ability to provide adequate police protection services. This will be confirmed through communications with the respective agencies and incorporated into a DGEIS Addendum or, if deemed necessary, an FGEIS.

Fire Protection and EMS

Fire protection for Orchard Park is provided by the Orchard Park Fire Company. Fire protection for Hamburg is provided through nine Fire Districts located throughout the Town. Those districts include Armor Volunteer, Big Tree Volunteer, Blasdell Volunteer, Hamburg, Lake Shore Volunteer, Lake View, Newton Abbott Volunteer, Scranton Volunteer, and Woodlawn Volunteer.

Emergency medical services are provided through the Emergency Management Team in the Town of Hamburg. In the Town of Orchard Park, the Orchard Park Fire Company provides emergency services.

Potential Impacts

Construction materials used on-site will be selected to minimize fire hazards. All new buildings will be constructed with appropriate fire ratings. The Town of Hamburg and the Town of Orchard Park Fire Departments and EMS is being contacted. However, specific information was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determined necessary.

Significance of Impacts

With utilization of proper construction materials, fire suppression systems, and compliance with the NYS Building Code, along with the ability of the Hamburg and Orchard Park Fire Departments to provide sufficient fire protection, no significant impacts related to fire protection on the South Campus are anticipated under Alternative 3. With the marginal projected increase in students through 2015, no impacts on the ability of the local EMS to provide emergency services to the South Campus are anticipated. This is being verified through communications with the Fire Departments and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Waste Management

Waste management in the Town of Orchard Park is managed on a contractual basis through Natural Environmental, Inc. (NEI), a private company. NEI has been collecting garbage and recyclables in Orchard Park for approximately two years.

Potential Impacts

Under Alternative 3, an increase in solid waste is anticipated. ECC currently has a Solid Waste Permit through NYSDEC regarding the disposal of the solid waste generated on-campus. With the addition of 600± on-campus students, there will be a measurable increase in the solid waste being generated on-site.

Coordination is being made with ECC to determine the thresholds in the current permit to determine if a new permit would be required under full build-out of the South Campus under Alternative 3. Information on the potential need of obtaining a new permit for waste disposal was unavailable in time for inclusion into the DGEIS, and will be made available as part of an addendum to the DGEIS or incorporated into the FGEIS, if one is determine necessary.

Significance of Impacts

Alternative 3 is projected to result in a 160-student increase by 2015. Alone, this addition of students, both part-time and full-time, will result in immeasurable increases in the local solid waste stream. The proposed 600± student on-campus housing complex would result in measurable increases in the amount of solid waste being generated on-campus. Coordination is being made to determine if Alternative 3 will require the need for a new solid waste permit from NYSDEC and will be incorporated into a DGEIS Addendum or, if determined necessary, an FGEIS.

Educational Facilities

The South Campus is located within two school districts, the Hamburg Central School District and the Orchard Park Central School District. However, only a small portion of the Campus is in the Hamburg Central School District. The student enrollment in Hamburg Central was approximately 9,000, and the projected 2000 enrollment was 10,323 students. The Orchard Park District serves an area of 50 square miles that includes portions of Orchard Park, West Seneca, Hamburg, Boston, Elma, and Aurora. Approximately 5,400 students are enrolled in the four elementary schools, one middle school, and one high school.

Potential Impacts

As Alternative 3 will result in minor increases in students through 2015, and a minor potential for job creation and related economic impacts, the implementation of Alternative 3 is not likely to result in adverse impacts on the Hamburg School District or the Orchard Park School District's ability to provide educational services to the community.

Significance of Impacts

Since no direct significant increases in employment and associated population in the Towns of Hamburg or Orchard Park are expected, no significant adverse impacts on either School District's ability to provide educational services to the community are anticipated under Alternative 3.

5.3.2.4.5 Public Health – Hazardous Materials

This Alternative includes relocation and expansion of the Auto Tech Center, construction of a Child Care Center, Library expansion, and Maintenance expansion. There are underground storage tanks at the facility and these would have to be dealt with if located in an area of building expansion or renovation.

There is also the possibility of some asbestos being present.

The cost for any abatement and petroleum remediation is anticipated to be on the order of \$500,000. The order of magnitude costs provided are based on professional judgment relative to an approximate range of potential costs for petroleum or other hazardous materials remediation that might be anticipated. This cost is combined with an order of magnitude estimate of potential asbestos abatement of a facility based on existing information, age, professional judgment, and previous experience.

5.3.2.5 Environmental Justice

Please refer to *DGEIS Section 5.1.2.5 Environmental Justice*, as the potential Environmental Justice (EJ) implications on the City of Buffalo under Alternative 3 would be identical to the potential EJ impacts discussed under Alternative 1.

5.3.2.6 Cumulative Impact Analysis

Overall, Alternative 3 will not substantially affect the Transportation Network, student access to Campuses, or public transportation. On-campus parking at North Campus can be mitigated by constructing similar or somewhat smaller replacement parking for lots proposed for building construction. Providing adequate parking at City Campus is an enhancement. There are no substantive impacts on parking at South Campus.

Building on-campus housing will reduce traffic impacts related to Campus activity by up to 15 percent on the regional road network. This reduction would be off-set on local roads by increased local trips related to residency needs.

Due to the fact that the type and density of private development under Alternative 3 is currently unknown, potential cumulative impacts cannot be analyzed. Subsequent environmental reviews on cumulative impacts will be required prior to the implementation of private development under P3s at any of the ECC Campuses.

Please refer to *DGEIS Section 5.1.2.6 Cumulative Impact Analysis* for a discussion on cumulative impacts related to ECC Development under Alternative 1.

5.3.2.7 Unavoidable Adverse Impacts

This Alternative is similar to Alternative 1 except some funding would be from a P3. There are no unavoidable adverse impacts relating to transportation facilities or student access under Alternative 3.

Under this Alternative, potential environmental costs for the North Campus would be on the order of \$900,000. At the South Campus, potential cleanup costs may be on the order of \$500,000. Here, too, a nominal contingency of \$100,000 has been included for the City Campus development (single block north of the Flickinger Center).

Total environmental cleanup and abatement costs may be on the order of \$1,500,000 for this Alternative. Abatement would suitably mitigate environmental issues. *Table 5.3.2-1* summarizes these costs.

TABLE 5.3.2-1
ALTERNATIVE 3 – SUMMARY TABLE OF
REMEDIATION AND ASBESTOS ABATEMENT COSTS

North Campus	\$900,000
City Campus	\$100,000
South Campus	\$500,000
Total	\$1,500,000